CYCLE NEWS

WEST Volume XX: Number 13 : April 13, 1983

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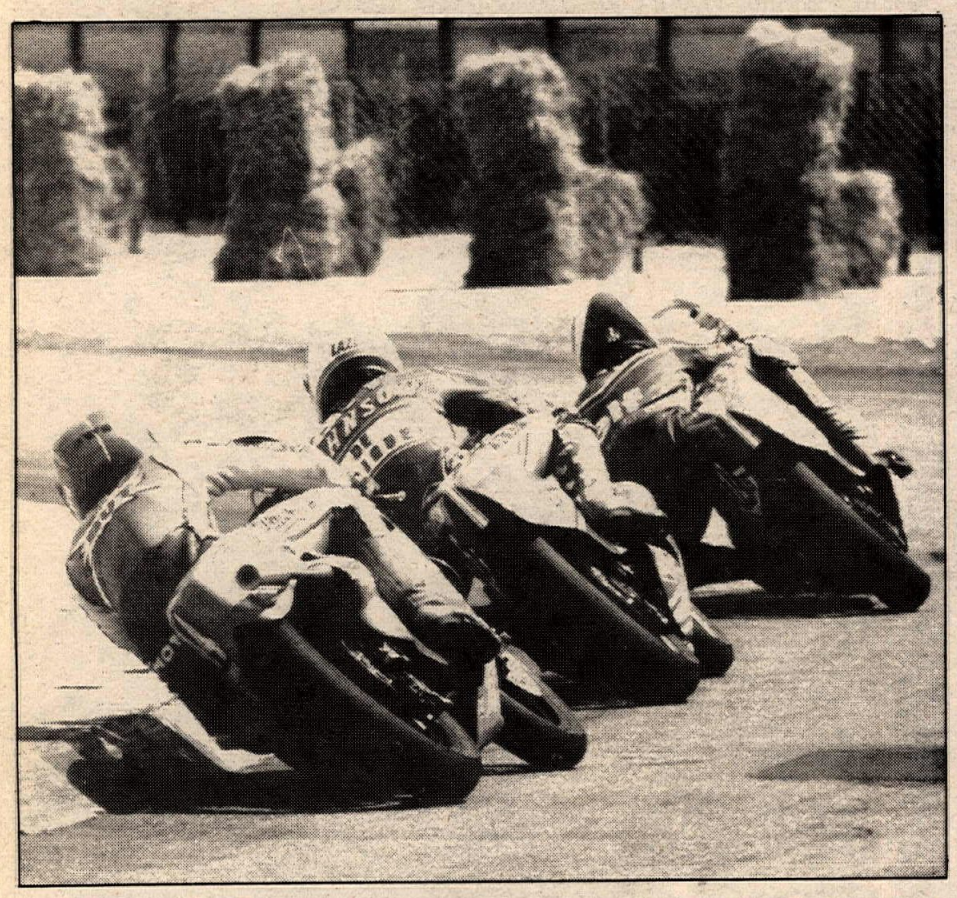
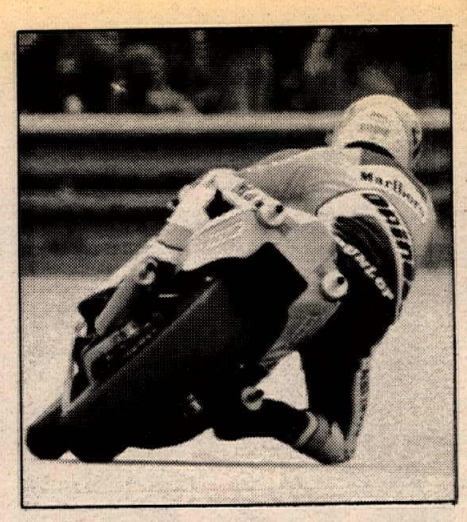
Kawasaki KZ1000R

Green Hornet roadster

Plus: Golden State MX wrap-up, Open class MX weapons, South African RRGP, and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER





(Top) Marco Lucchinelli, Takazumi Katayama, Freddie Spencer and Ron Haslam mug it up. (Above) Jean-Francois Balde is trailed by Didier De Radigues and Herve Gilleux in the 250cc GP. (Top right) Eddie Lawson took eighth. (Above right) Katayama (8) leads Haslam (9). Lucchinelli (5) and Randy Mamola (6).

World Championship Road Race Series: Round 1

Spencer, Roberts 1-2 in South African GP

KYALAMI, SOUTH AFRICA, MAR. 19

Team Honda's Freddie Spencer took over the lead of the South African GP's 500cc race on the second lap and went on to an unchallenged victory. Spencer, who started from the pole position, covered the 30 laps of the 2.54-mile Kyalami circuit in 43 minutes, 58.3 seconds at an average speed of 104.14 mph to register his third GP win. The Shreveport, La., resident finished more than seven seconds ahead of three-time World Champion Kenny Roberts on a Yamaha, and more than 13 seconds ahead of Briton Ron Haslam, who like Spencer, was on a three-cylinder works Honda.

"I got a good start and was able to get some breathing room," said Spencer. "I just kept watching the lap board and never let the lead get under five seconds. We had been working on getting up speed through the turns and it really worked. The track is interesting to race on. It's very fast in parts but there are some really slow curves and both of them helped me."

Roberts, who qualified third fastest behind Spencer and teammate Eddie Lawson, moved through the pack after a poor start, taking over second place on the ninth lap. He admitted he knew he had no real chance of catching Spencer. "I knew there was no way of getting him unless he goofed up with a tailender," said Roberts. "I'd been pushing it very hard to get through the field and I was tired. About 10 laps out I realized I didn't have a chance and there was no point in pushing the bike so hard early in the season."

Behind Spencer, Roberts and Haslam, Frenchman Marc Fontan on a Yamaha finished fourth and American Randy Mamola on a Suzuki was fifth. Sixth went to defending World Champion Franco Uncini, also on a Suzuki.

Former World Champion Barry Sheene, returning to GP racing after an all-but-crippling crash last year, collected one championship point with a 10th-place finish.

The opening practice/qualifying session on Thursday saw Team Marlboro/Yamaha's Eddie Lawson clock the fastest time, at 1 minute, 26.76 seconds. "I surprised myself," said Lawson. "After riding four-strokes for so long it took a bit of time to get used to the bike, but I'm very happy with the time I clocked today."

Friday's final qualifying session saw Spencer take over the pole position with a lap at 1 minute, 26.60 seconds. Lawson held second with a 1:26.64, ahead of Japan's Takazumi Katayama on a Honda at 1:26.88, and teammate Roberts at 1:26.94.

"It's a fast track and it all went pretty well," said Spencer of his fast lap. "We did that time with the bike set up for racing with the race tires and everything. I'd rather get the feel of how the bike will be on race day rather than do something different just for qualifying."

Former World Champion Marco Lucchinelli was astonished by the times of the American riders in the qualifying sessions. "These boys are going strong, too strong," said Lucchinelli.

Once Spencer got the lead on the second lap the race was his. Attention focused on Roberts as he charged through the field, but once he grabbed second that spot was also secure, as was third in the hands of Haslam.

Japan's Katayama duelled with Fontan and Mamola for fourth until he crashed at the end of the straight on the 27th lap. Fontan then held off Mamola for fourth.

In the only other race of the Saturday program, pole sitter Jean-Francois Balde, aboard a Chevallier, edged out Didier De Radrigues and Herve Guilleux on the final straight to win a thrilling 250cc GP by half a second. The three riders raced together from the 16th lap on in a battle which saw the lead change hands five times. Balde averaged 98.36 mph.

Guilleux, who rode a Kawasaki, claimed he was blocked on four occasions by Chevallier-mounted De Radrigues on the final lap and he kicked out at the Belgian with his foot as the two raced down the last straightaway. The two continued the argument in the pits and nearly came to blows. Guilleux later said he would not lodge a protest. •

Results

500cc: 1. Freddie Spencer (Hon); 2. Kenny Roberts (Yam); 3. Ron Haslam (Hon); 4. Marc Fontan (Yam); 5. Randy Mamola (Suz); 6. Franco Uncini (Suz); 7. Raymond Roche (Hon); 8. Eddie Lawson (Yam); 9. Marco Lucchinelli (Hon); 10. Barry Sheene (Suz).

500cc POINT STANDINGS: 1. Spencer (15); 2. Roberts (12); 3. Haslam (10); 4. Fontan (8); 5. Mamola (6); 6. Uncini (5); 7. Roche (4); 8. Lawson (3); 9. Lucchinelli (2); 10. Sheene (1).

250cc: 1. Jean-Francois Balde (Che); 2. Didier De Radigues (Che); 3. Herve Guilleux (Kaw); 4. Patrick Fernandez (Bar); 5. Jacques Cornu (Yam); 6. Manfred Herweh (Rea); 7. Carlos Lavado (Yam); 8. Martin Wimmer (Yam); 9. Thierry Rapicault (Yam); 10. Ivan Palazzese (Yam).

250cc POINT STANDINGS: 1. Balde (15); 2. De Radigues (12); 3. Guilleux (10); 4. Fernandez (8); 5. Cornu (6); 6. Herweh (5); 7. Lavado (4); 8. Wimmer (3); 9. Rapicault (2); 10. Palazzese (1).

If you think Barnett was hot at Hangtown... you should have seen the stock RMs.

As you may have expected, Team Suzuki's Mark "The Bomber" Barnett did it again. He captured first place overall at Hangtown last week, aboard his factory 125 "Full Floater." And in doing so, Mark already has a strong edge in winning yet another 125cc Championship for Suzuki.

What you may not have known is that at the same time, a certain pair of production RM-125s were keeping some very fast company. Suzuki riders Chris Heisser and Rick Ryan battled their way past other Hangtown hopefuls to nail down fifth and sixth places, respectively.

And if production RMs can perform that well in a major National event, imagine what they could do down at your local track...

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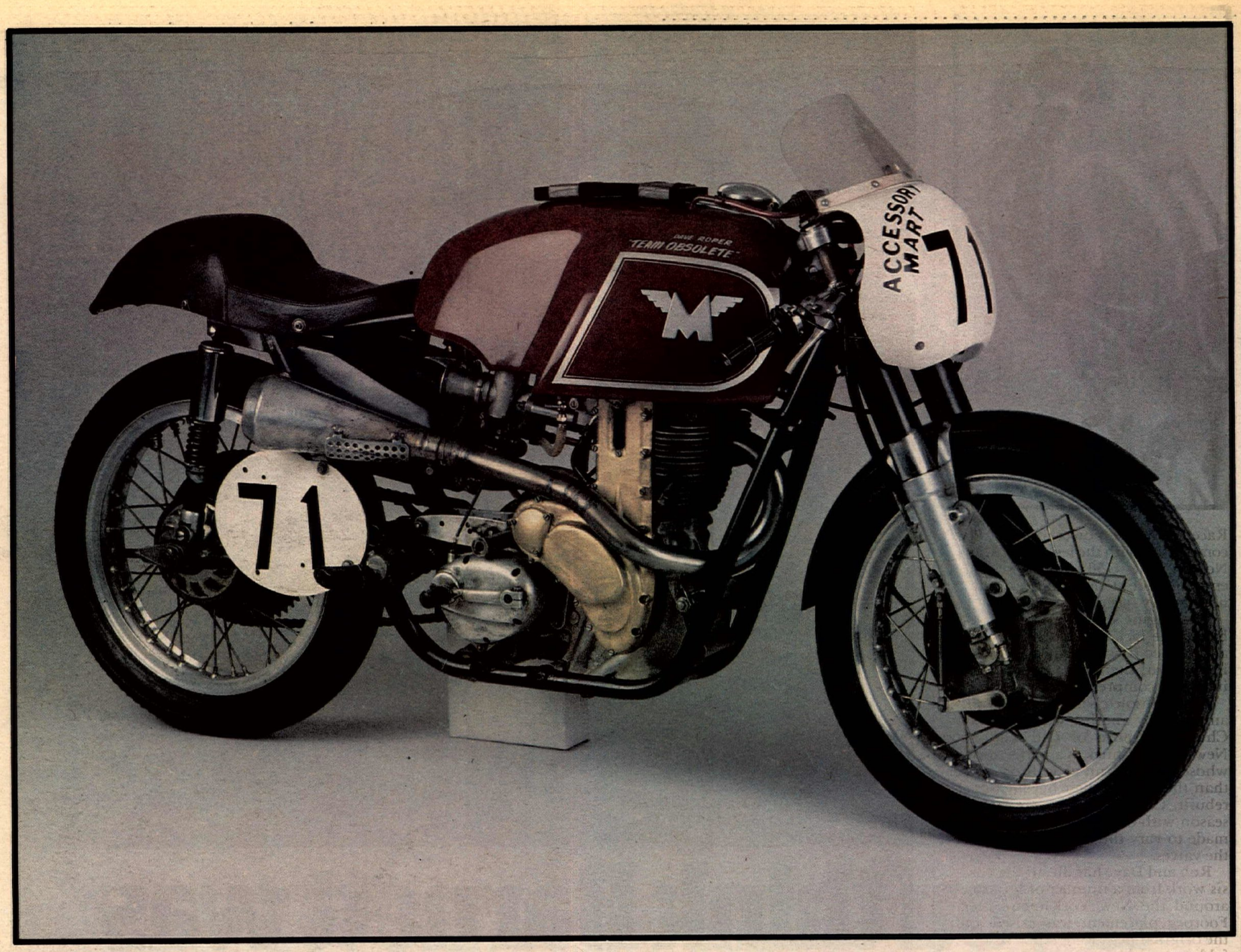
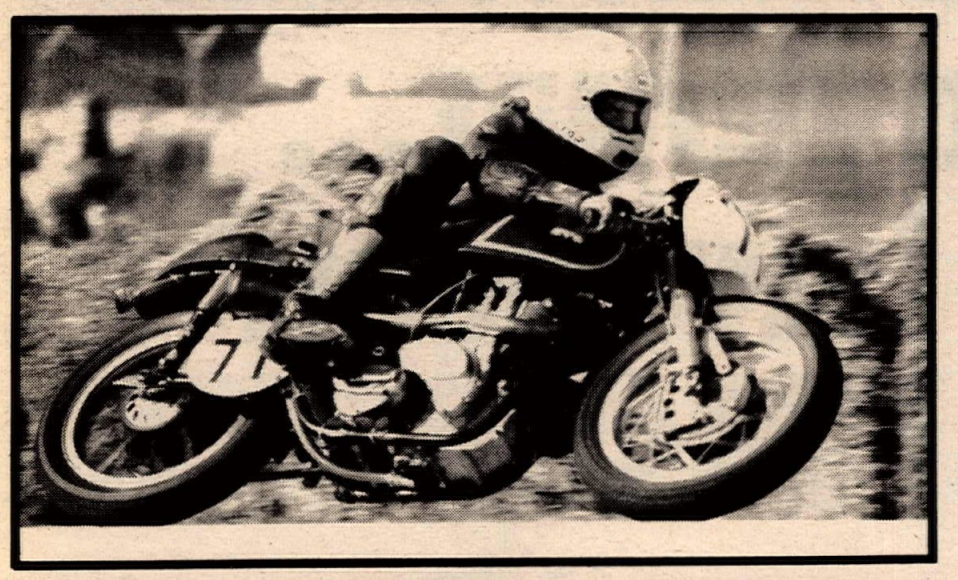
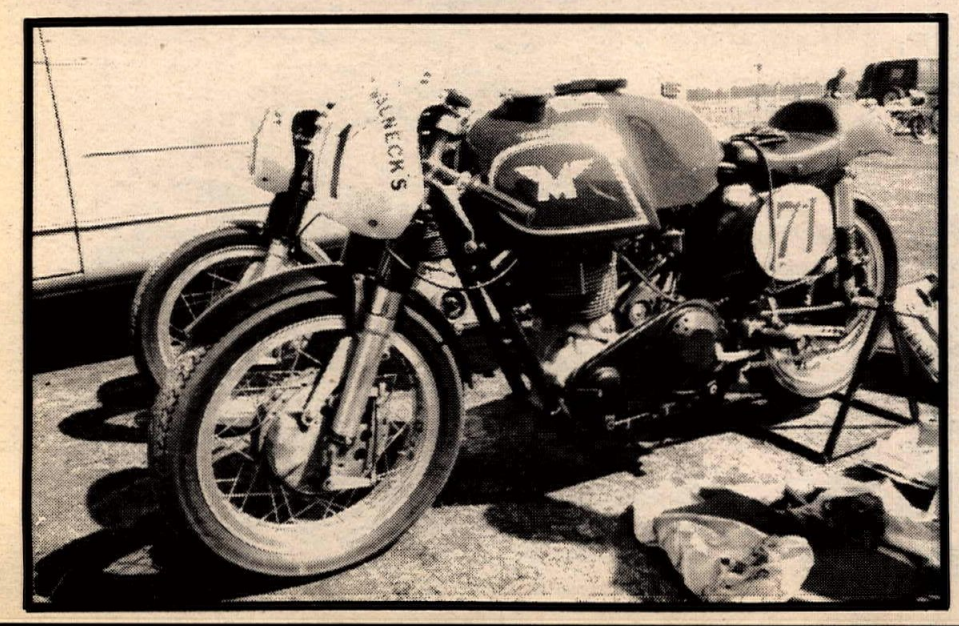






Dave Roper's Daytona Vintage Race winner

Team Obsolete's Matchless G50

By Don Laurino

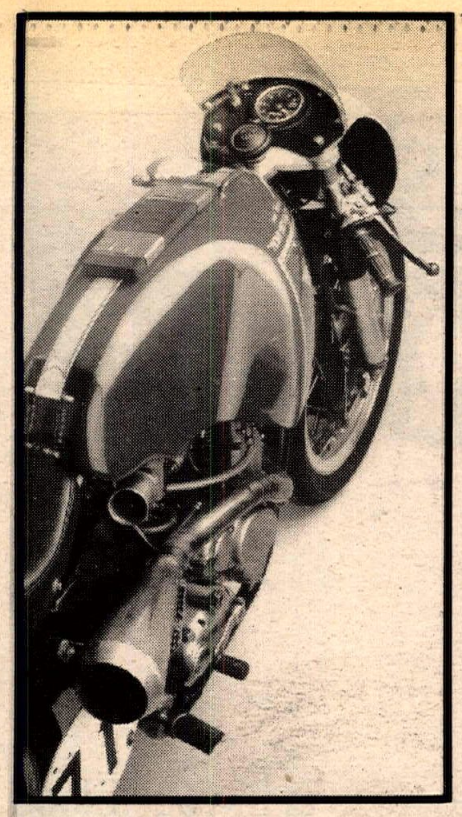
Team Obsolete is in the business of road racing vintage motorcycles. To date this Matchless G50 has been the team's most successful venture, winning vintage races both here and overseas, with their most recent major victory coming at Daytona.

Team Manager Robert Iannucci and rider Dave Roper came together three years ago to campaign the G50. They share the wrenching duties and have managed to accumulate an impressive record with this twenty-year-old British single.

Produced from 1959 to '62 the Matchless G50 was considered to be the world's finest privateer GP mount. The G50 was essentially a 500cc development of the famous AJS 7R "Boy

Specifications

Bore/stroke	90/78mm.
Compression Ratio	9.5:1/11.4:1
Ignition Timing	29.5°/32°
Carb	Amal GP1½"
Gearbox	Seeley PGT 5-speed
Valve Gear	Chain Driven SOHC
Lubrication	Twin gear driven oil pumps
Brakes	Rear Drum/front 210mm Fontana
Shocks	Konis (1" over stock length)
Wheels	Front + Rear WM318
Tires	Dunlop KR 124, Front 3.25x18/rear 3.50x18
Frame	Duplex Cradle/531 Reynold Tubing
Maximum RPM	7200
Dry Weight	295 lbs.



Racer." While power output was competitive with the legendary Manx Norton, the G50's more reliable engine made it the choice of many non-factory racers.

The engine shown here was built by the late Jack Emmott and features a lightened flywheel, special breathing system, titanium valves and an increased compression ratio.

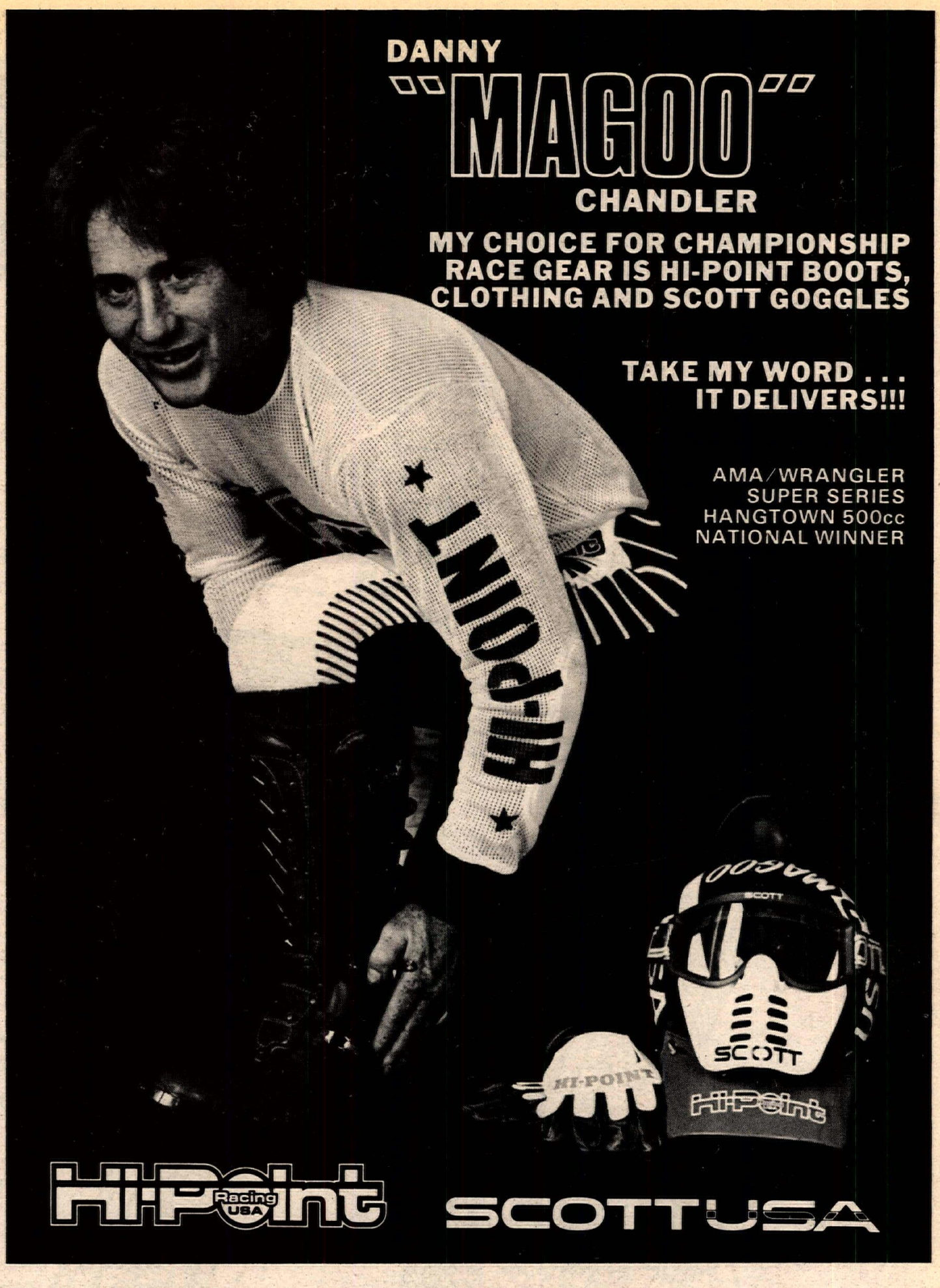
Team Obsolete's motors are rebuilt annually by another team member, Chuck Dearborn of Old Tappan, New Jersey. Chuck is a perfectionist whose engines run as well or better than they did in their heyday. Once rebuilt, Chuck's motors are run all season with only minor adjustments made to vary the timing or readjust the valves.

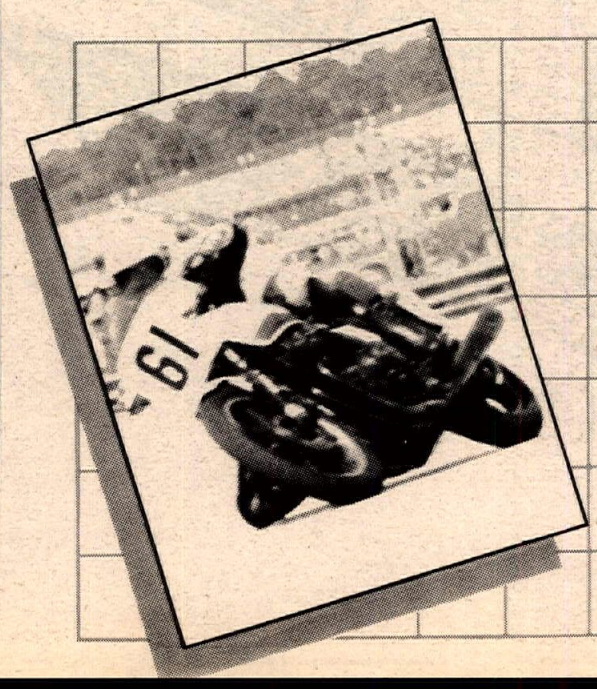
Rob and Dave handle all the chassis work from a number of locations around the New York metro area. Footpeg placement was raised and the original pegs were replaced with folding models. As another concession to ground clearance, an upswept exhaust system was fabricated. The Matchless handles extremely well and its narrow profile (6′ across where the knees straddle the tank) enables Dave to tuck his 6′2″ frame in tight.

1982 was the G50's most successful season yet. While an off course excursion dropped the Matchless to fourth at Daytona the G50 did very well at the Trans-Atlantic Match Race Series. Dave took second place at Mallory Park in what some British journalists considered to be the hottest classic race of the season. That finish together with a fifth at Brands Hatch and a fourth at Oulton Park (against more than 20 other G50's) gave Roper a second overall in the series against some of the toughest vintage competition anywhere.

With the Daytona winner's trophy already tucked away, in addition to the regular tour of races, Team Obsolete plans to run the G50 at the '83 Isle of Man. The bike is seen here with a specially fabricated five-gallon tank built just for that granddaddy of all road races.

Team Obsolete prides itself on racing bikes you would be lucky to see in a museum. This is the real thing, not a few parade laps and back in the van. If you miss the sound of the big-inch four-strokes, or are just curious about bikes that were on the top of the racing scene when a lot of us were still on training wheels, stop by Team Obsolete's space on pit row and take a look back in time. It may not be ultra-trick—just a motor, wheels and a seat—but to a lot of us, that's what it's all about. •





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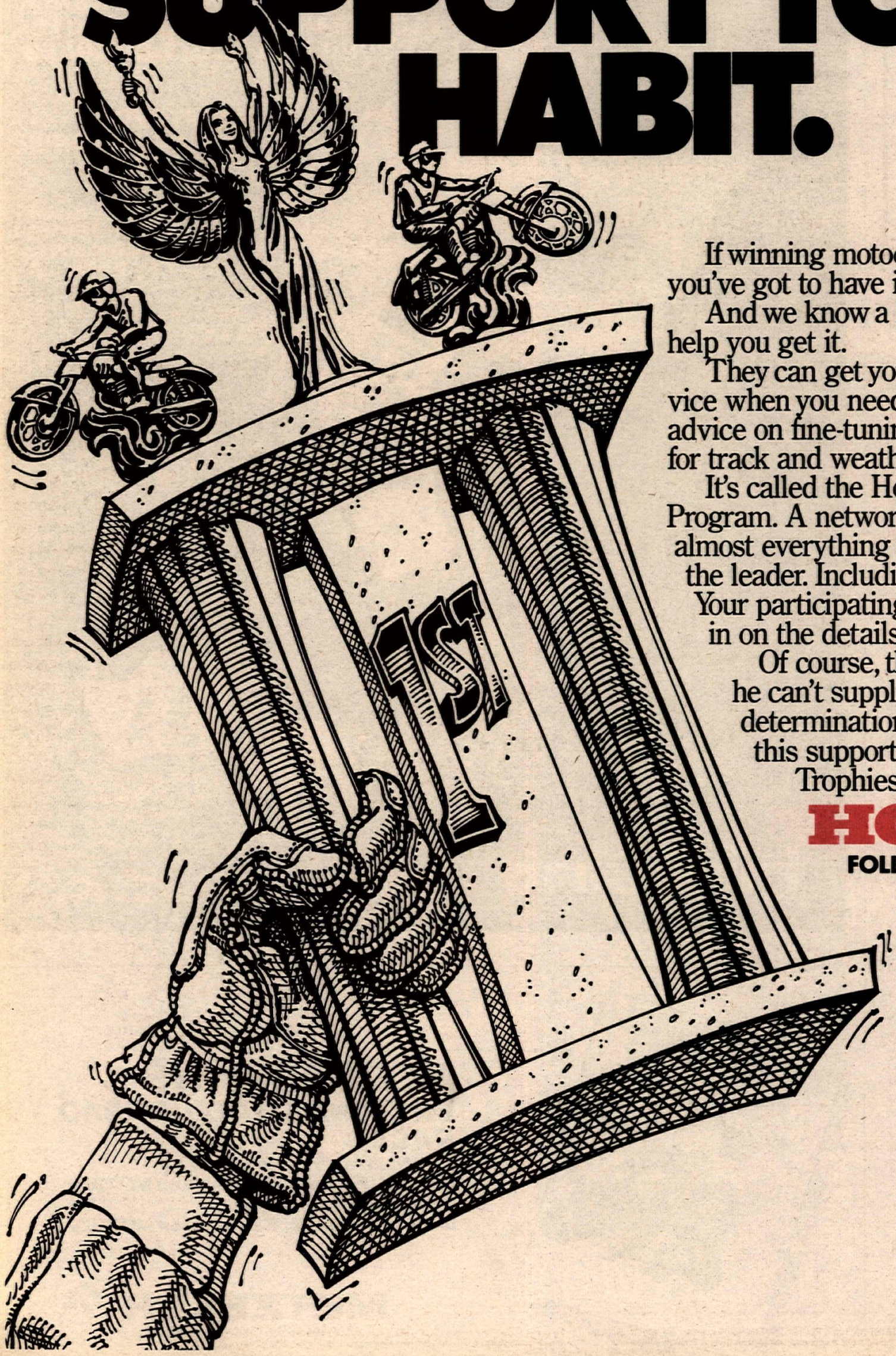

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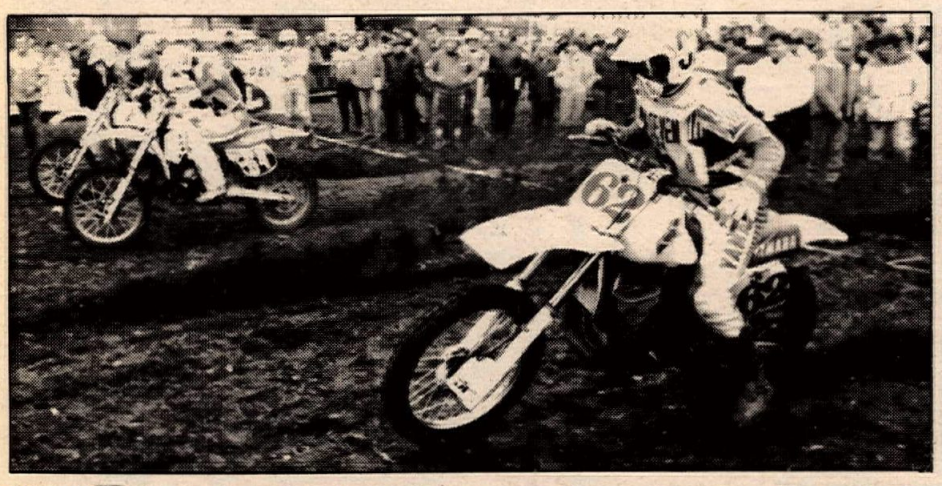
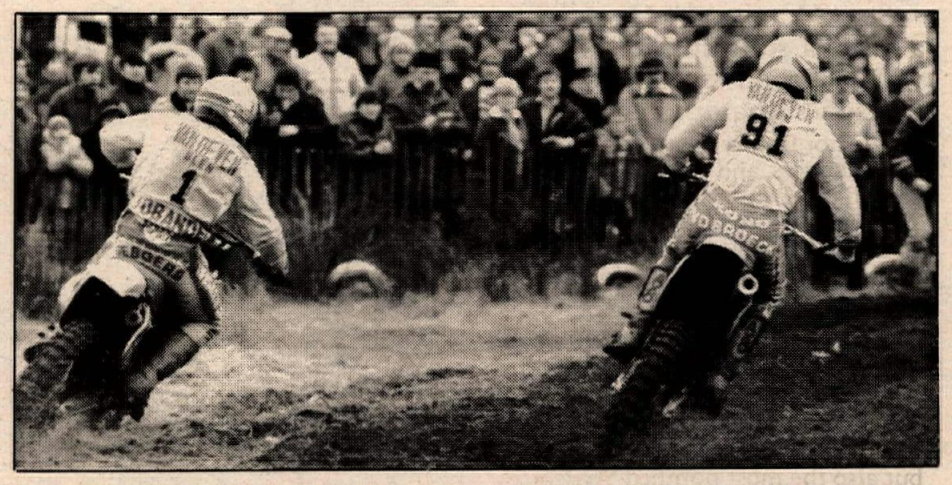




(Top) In a dramatic swirl of roosting mud and loam, American Danny LaPorte chases an unidentified rider. Warming up for the 250cc World Championship, LaPorte's best finish was a third in the second moto. (Above left) LaPorte and fellow American Jim Gibson (64) get underway in the first moto. They were half of the Yamaha team that placed second overall behind the Suzukis. (Above right) Defending 125cc World Champ Eric Geboers (1) rode a 125cc machine to an fifth in the second moto. New Suzuki rider Ivan Van den Broeck (91) won the first moto and placed seventh in the second.

Trophee des Marques MX

Jobe leads Team Suzuki to win in Belgium

By Henny Ray Abrams

VORSELAAR, BELGIUM, MAR. 20

Suzuki's Georges Jobe led teammates Andre Vromans, Eric Geboers and Harry Everts to a no-contest win in the seventh annual Trophee des Marques team motocross at Vorselaar. Jobe's solid 3-3 performance, with back-up from a second moto win by Vromans, a 5-6 tally by Everts, and a fifth by Geboers in the second moto gave Suzuki a 16-37 win over the Yamaha team of World Champion Danny LaPorte, Jim Gibson, Hakan Carlqvist and Johan Martens.

Third went to the KTM team with 58 points. It was the fourth time Suzuki has won the prestigious race and third year in a row. Vromans was the overall winner last year.

Starting gate placement was determined by team qualifying where the total time of the four riders was added up and the lowest time got the better spots. Suzuki's number one team was 12 seconds better than the Yamaha I team, but the individual honors went to former World Champion Andre Malherbe. The two-time champ was out for only the second time this year on his new water-cooled Honda 500cc class works bike. It was easily the fastest bike on the course and his qualifying time on the man-made Vorselaar track was a full second better than Vromans.

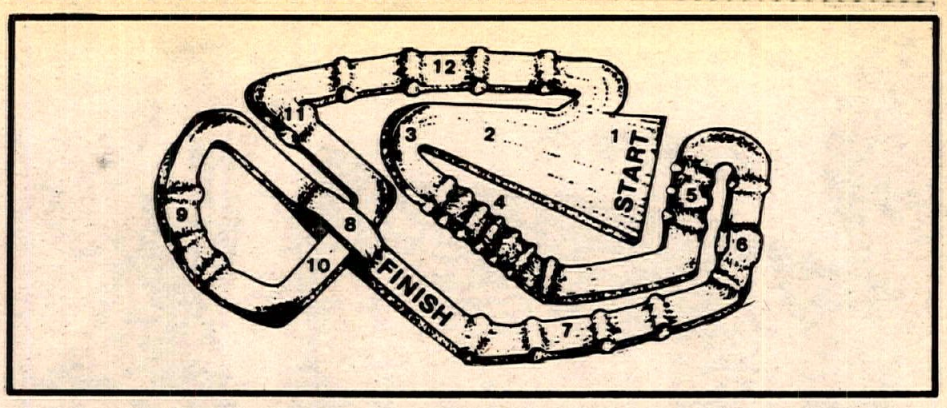
Down the start straight in the first moto Ivan Van den Broeck led the 40 riders from the ten teams into the first hairpin turn on the deep, rutted track. Malherbe was right there in second, with Martens and Carlqvist giving Yamaha a boost, but Suzuki packing the midfield with Vromans, Jobe and Everts. Geboers wasn't far behind, but LaPorte got a bad start and Gibson an even worse one.

With the opening of the 125cc GP of the season coming the following week in Holland, both Geboers and Gibson opted for 125's and were more concerned with dialing them in than being competitive with the big bore machinery, although Geboers fifth in the second moto, was impressive.

The deepness of the track gave the 1/8-liter bikes more than they could handle in spots and both Geboers and Gibson spent a lot of time fanning the clutch and paddling out of the corners.

"The bike's totally new this year; frame and engine. It's a rotary-valve engine and we wanted to get it sorted

Bob "Hurricane" Hannah will be racing at the Miller High Life Supercross in the Dallas Cotton Bowl, April 16 in pursuit of the 1983 AMA/Wrangler Super Series crown.



KEY TO TRACK: (1) Wrangler Start Line; (2). Air Force Reserve Runway; (3). Dirt Bike/Motocross Action Magazine Super Berm; (4). Q102 Rockers; (5). Chief Auto Parts Shockers; (6). Bridgestone Ridge; (7. Coca-Cola Catapults; (8). Miller High Life Mountain; (9. Dodge Ram Tough Ramps; (10) Miller High Life Tunnel; (11) 7-Eleven Slider; (12) Honda Himilayas.

AMA/WRANGLER SUPER SERIES: ROUND 10

MILLER HIGH LIFE SUPERCROSS ● DALLAS COTTON BOWL ● APRIL 16th WEATHER PREDICTION? WILL HURRICANE STRIKE TEXAS A SECOND TIME IN '83?

The MILLER HIGH LIFE SUPERCROSS, Dallas Cotton Bowl, April 16, moves the Pros of Supercross into Round 10 of the 1983 AMA/Wrangler Super Series.

See "Hurricane" Hannah on a Honda storming his way toward a second win in Texas and the series championship; plus all the hot factory teams and riders in 10 heat races and 88 laps of action-packed competition!

Since the last stadium race in the Cotton Bowl seven years ago, Supercross has become tougher for the riders; more thrilling for the fans — and this year promises to be more awesome than ever!

Rider Round-Up

Not only will Dallas fans witness an incredible show at the Cotton Bowl, but also the most pumped Supercross Pros in America. The leaders who have emerged in the first nine rounds of the Series are the ones to watch in Dallas.

Team Honda is hot. Led by legendary superstar, Bob "Hurricane" Hannah, the Honda riders are dominating the series. The Hurricane storm watch remains in effect as Hannah pursues his goal to capture the 1983 AMA/Wrangler Super Series crown. He credits his fast starts this year to the Honda bikes, and is out to remain on the record books as the winningest motocrosser in America.

Team Honda's second-year sensation, David Bailey, also wants the '83 championship title. He kicked off the year with his first major victory at the Anaheim opener before more than 70,000 fans! Johnny O'Mara is also a strong favorite to win in Dallas; along with teammates Danny "Magoo" Chandler, and Goat Breker.

Suzuki's Mark "The Bomber" Barnett wants to regain his '81 Supercross Championship title in '83, and showed his intentions by taking the checkered flag at the MILLER HIGH LIFE SUPERBOWL OF MOTOCROSS in Atlanta last month. Alan King, George Holland, and Scott Burnworth will also be in Dallas aboard Team Suzuki.

A local favorite and a popular motocross hero who hails from San Antonio is Kent Howerton, the "Rhinestone Cowboy." This Texan will be after a win on his home-state track in Dallas. Kawasaki-mounted, Howerton joins veteran Jeff Ward who is currently in the top 10; and 18-year-old Billy Liles.

The yellow and black of Team Yamaha also shows in the top 10 with three-time National Champion, Broc Glover, and former Supercross Champion, Mike "Too Tall" Bell. Ricky Johnson and Ron Lechien join the Yamaha efforts in Dallas.

Better Race Format

The 1983 race format packs 10 heat races and 88 laps of competition into one round of Supercross racing. A full field of 60 riders will compete in two additional heat races, and fewer laps per race. Each rider will end up racing in a *minimum* of three heat races or a *maximum* of five heat races, depending on how he places. The fans at the MILLER HIGH LIFE SUPERCROSS will see their favorite hotshoes at least three times on race night!

The Battleground

Round 10 of the '83 AMA/Wrangler Super Series challenges 60 top professionals in the country with 12 track obstacles. When fans take their seats in the Dallas Cotton Bowl, they will see what advanced computer technology and many years of engineering experience can do to a stadium playing field.

Since the last man-made Supercross track was built in the Dallas Cotton Bowl seven years ago, many improvements and changes have taken place to make Supercross competition more exciting than ever. New track designs have put more demands on the riders and the bikes; and the Dallas track will be spectacular.

A winding maze of barriers, berms, ruts, bumps, and jumps, the half-mile track is trimmed with pennants and lined with 600 protective haybales. Even at minimum points, the dirt course measures 20 feet wide and one foot thick. The course is built over three layers of heavy-duty plastic and ¾-inch plywood.

Freebies, Prizes & Specials

The MILLER HIGH LIFE SUPERCROSS offers lots of bonuses for race fans! Wrangler Early Entry passes are free when you purchase a pair of Wrangler jeans or other Wrangler apparel at participating Wrangler retailers. Your free $4 value Wrangler Early Entry pass, along with a regular Supercross ticket, gets you in early to watch riders practice. Be the first to see how the Pros tackle the track. Your Wrangler Early Entry pass allows you in Gate 2 at 4:30 p.m. Regular gates open at 6 p.m.

Catch the Motorcycle Swap Meet over the weekend on Saturday before the race from noon 'til 7 p.m.; and on Sunday, from 10 a.m. 'til 6 p.m. You can check out all the goods and shop for some great bargains in the Tower Building and the Embarcadero Bldg. adjacent to the Cotton Bowl. Admission to the swap meet is $3; but if you have a Supercross ticket, it's only $2 per person! Anyone interested in renting booth space at the swap meet should call 214/428-5320.

Dodge Trucks is the official truck of the MILLER HIGH LIFE SUPERCROSS! Dodge Trucks will possibly have a pit viewing area at the race! Stop by your local Dallas/Fort Worth area Dodge dealer for details.

On event night, sign-up to win the Coca-Cola Sweepstakes! The prizes include a Dodge Ram Tough Miser truck, a Honda 250CR, $1000 Pacific Stereo system, a one-year's supply of Coca-Cola, and one-year subscriptions to *Dirt Bike, Motocross Action*, and *Motocross* magazines. The drawing will be held during intermission, so be sure to sign-up for the Coca-Cola Sweepstakes while you're at the Supercross.

Dallas/Fort Worth Honda will be giving away an Ascot 500, Hondaline racing jerseys, and a party of Supercross tickets! Sign-up to be one of the lucky sweepstakes winners at Dallas/Fort Worth Honda where you can also purchase premium $12 and $15 event tickets. In addition, a "two for one" special is available at Dallas/Fort Worth Honda. Buy one $9 ticket and get one FREE! You can learn to ride an ATC on Friday, April 15, from 4 p.m. 'til 8 p.m. at the stadium. Complimentary passes and details are available at Dallas/Fort Worth Honda. Anyone interested in this special ATC learning program must be a licensed driver to participate.

The Twin Sixties Inn, located at 6060 N. Central Expressway, is official race headquarters for the MILLER HIGH LIFE SUPERCROSS. Special $41 room rates are available for Supercross goers, so plan to stay at the Twin Sixties Inn!

There will be Amateur Supercross racing all day on Sunday, April 17. Contact Bill West at Supersports for more information at 813/822-8929. Post entries will be accepted to fill classes only. Sign-up is on Saturday, April 16, from 8 a.m.-4 p.m.

Dollar discount coupons are available at participating 7-ELEVEN stores and Chief Auto Parts stores in the Dallas/Fort Worth area. On March 12, 13, and 14, take your coupon to the Old Mill Inn and redeem it for a $1 savings on Supercross tickets. On race day, your special 7-ELEVEN and Chief Auto Parts discount coupons may be redeemed until 4:30 p.m. at specially marked windows around the stadium. This coupon deadline is firm!

The MILLER HIGH LIFE SUPERCROSS at the Dallas Cotton Bowl stadium, April 16, is an exciting event you won't want to miss. Advance tickets are available at Ticketmaster, Sears, Dallas/Fort Worth Honda; and at the Dallas Cotton Bowl box office on event day only. Regular ticket prices are $6, $9, $12, and $15; with children age 10 and under admitted at half price.

Q102 welcomes the MILLER HIGH LIFE SUPERCROSS, produced by PACE Management/Stadium Motorsports Corporation. It'll be Miller Time at The Dallas Cotton Bowl on April 16! Racing starts at 8 p.m.; Wrangler Early Entry gates open at 4:30 p.m.; and regular gates open at 6 p.m. •

(Above) Jim Gibson made his Yamaha/Europe debut. (Below) Winner Georges Jobe took the honors with a 2-3 tally.

(Above) Winning team member Andre Vromans. (Below) Gibson gave the rotary-valved works Yamaha a wringing out.

out for next week," Gibson offered. "It went real well, but I wasn't too happy with the way I rode. And I hurt my leg in a training accident."

"The World Championship is more important for Eric so we decided to let him develop his machine," Suzuki team manager Johnny Strijbos said. "We had four very strong ridres on good machinery so we knew we would be competitive."

On the end of the top-of-fifth gear start straightaway of the fourth lap, Malherbe got out of control and bailed off hard while trying to pass for the lead. By the time he got remounted about ten riders had passed him and he was left to play catch up.

About the same time, LaPorte dropped out when his throttle began to stick wide open. "I haven't been feeling well the last couple of days. It's a stomach virus or something and I didn't get a very good start. Then the throttle began to stick and finally stuck wide open so I had to pull off," the World Champion said.

Up front, Van den Broeck (overall winner here in 1981), on a Suzuki after years with Maico, was getting heat from Johan Martens with Vromans close enough to strike. And strike he did, but as soon as he took the lead he was forced to drop out when the shock on his Team Johnson/HB factory Suzuki broke.

At the end it was Van den Broeck with ten yards on Martens who, in turn, had about 20 yards on third-placed Jobe. Carlqvist, slowed by a fall at mid-moto, finished fourth ahead of Everts, who's going after the 500cc title this year after losing his 125cc crown, and a charging Malherbe.

Marc Velkeneers put his Maico into the lead of the second moto with Kawasaki's Eddy Sterckx second, Malherbe third and Suzuki's Everts and Vromans next.

Velkeneers is contesting Gileras in the 125cc World Championships this year, but since they don't have a 500cc class bike, he's free to ride the Maico in international events.

Also listed on the Maico squad was Gary Semics who was forced to ride the International "B" class due to signing up too late for the team race.

"I've got a full factory ride this year on Maico and brought a mechanic with me from the States," Semics said. "It's just me in the 500's and one rider in the 250's. They tried to get Brad Lackey, but something went wrong and he wasn't signed."

Malherbe was out of the second moto barely after it started. "Jaak Van Velthoven literally blocked the track at the end of a jump and knocked me off with full force," he explained. Malherbe was out, but Van Velthoven continued.

Carlqvist was leading until a seal in his engine went, leaving the lead to Sterckx, who'd survived a tangle with Martens a few laps earlier. With "Carla" out, Vromans took over the lead at the halfway mark with Jobe second ahead of Sterckx, Everts, LaPorte and Geboers.

LaPorte, although hounded for much of the race by the 125 of Geboers, was back in the groove and riding comfortably.

"I knew he was back there because I could hear him, but this was a 40-minute moto and I knew I had plenty of time to move up," said LaPorte. "We don't see tracks like this in the States hardly at all. Mostly what we get is hard-packed tracks and a little sand. This kind of track really takes your energy away."

Late in the moto, LaPorte caught and passed Everts and Sterckx, but it was too late to make a move on the second-placed Jobe; his rival for the 250cc crown, so he settled for third.

Vromans won easily (his moto win a full minute faster than the first moto), with Jobe and LaPorte following ahead of Sterckx and Geboers, who also got ahead of Everts. Van den Broeck could only manage a seventh to back up his first moto win, but it was good enough for second overall. •

TEN YEARS AGO

Gary Denton (Yam) and **Corky Moore** grabbed the top two positions in the 100cc Beginner class of an AME motocross at Carlsbad Raceway. On the same day, **Dave Miller** bested **Bob Elliott** for the win in the 125cc Senior class.

The Penton-mounted team of **Fred Hayes, Carl Price** and **Gary Caulkins** took the A Team honors at the Dirt Diggers' Red Garter enduro. The event was to have been held in the Ballinger Canyon area, but two cancellations by the Forest Service on account of weather forced the club to move the event to the desert.

In the Minibike (as opposed to Minicycle) ranks of a MWRC race at Saddleback Park, **Todd Peterson** took two wins. He topped **Randy Bennett** in the 4-6.9-horsepower class, then beat **Don VanTassell** in the over seven horsepower class.

Cycle News correspondent **John Ulrich** paid a visit to then-California Governor **Ronald Reagan**. According to Ulrich, Reagan's first statement concerned the state's new OHV registration program, with the Governor saying, "We have to find a way to get all the off-road vehicles registered. So far only about 60,000 of the million in the state have registered."

High school motocross was a lunchhour treat for students of Inglewood High in southern California, as they watched fellow students dice it out on a track laid out on the school's football field. CMC Expert **Ray Benner** won the 175cc class.

Papa Wealey did a study on the Kawasaki factory identification program. According to his count, the word "Kawasaki" appeared on **Brad Lackey's** riding gear no less than 11 times, plus three green K symbols.

Yamaha-mounted **Dave Spangler** was the overall winner as the DRA sent its Novice and Beginner riders on a hare and hound from Baker, Calif., to Las Vegas. **Bob Wadlow** (CZ) was second overall, and **Rich Wagner** was first Beginner on a 175 Yamaha.

After only a month riding CZs for American Jawa, **Marty Tripes** resigned and then signed with American Honda, where he would team up with **Gary** and **DeWayne Jones.**

Dallas International Motor Speedway hosted its first AMA Grand National road race. Suzuki's **Paul Smart** took the win after Kawasaki's **Yvon DuHamel** had pulled away to a huge lead, only to succumb to mechanical failure. **Gary Nixon** finished second on a Kawasaki, followed by Yamaha's **Kenny Roberts.** Roberts did pull off the win in the Lightweight Junior/Expert Combined event, besting fellow Yamaha rider **Gary Fisher.** The Junior event went to **Ted Henter** over **William Labrie**, and **Wes Cooley** and **Hank Scott** finished 1-2 in the Novice race. •

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Defending World Champion Eric Geboers turned in a flawless ride to win both motos and take the overall.

(Left to right) Third place Johnny Hensen. Winner's circle. American Jim Gibson rode to a 3-2 second overall in his first GP appearance.

World Championship 125cc MX Series: Round 1

Geboers flawless in Holland

By Henny Ray Abrams

BEST, HOLLAND, MAR. 27

Picking up where he left off last year, World Champion Eric Geboers took a pair of "no-contest" moto wins and the overall title at the opening 125cc Grand Prix MX of the season in Holland. Flawlessly piloting his works Suzuki RH-125-83 through the deep rutted sand on the mostly flat, but extremely bumpy 1.1-mile "Tarzan" circuit, the Belgian took the first moto by 45 seconds over Yamaha's Pekka Vehkonen and "Diamond Jim" Gibson. Gibson surprised everyone, including himself, by adding a second in the second moto to come up with second overall in his first GP appearance on the OW-68 rotary-valved

works Yamaha. Third overall went to the young Dutchman Johnny Hensen who was a consistent fourth in both motos on his Yamaha Motors Netherlands production bike.

Gibson's weekend started off well when he nipped Dutch rider Jan Blancquaert by a scant .01 second to top his qualifying group and earn a place in Sunday's program. Not so lucky was fellow Californian Mike Brown, who missed the cut by one rider.

Sunday didn't go as well for Gibson. He qualified ninth in the 24-rider field which was topped by Geboers and his new teammate Michel Rinaldi. Vehkonen was third.

Funneling into the 90-degree left-hander at the end of the start straight, Hensen and Geboers were side by side with Vehkonen close behind and Marc Velkeneers, on a Gilera this year after a few with Yamaha, fourth. Rinaldi was up front also, but Gibson got away about twelfth.

Geboers quickly established his dominance and barring a mechanical problem that never occurred, he wasn't to be stopped. The fight was for second.

Vehkonen led Rinaldi and Hensen with Velkeneers and the lone Kawasaki of Johnny Ponjee near the front. Gibson was making up for his start and slicing through the field.

By the halfway point in the 40-minute, plus two lap moto, Geboers had about a 20 second lead which he seemed to be able to stretch at will. Vehkonen was a solid second with Velkeneers and Hensen disputing third. Rinaldi, admittedly not in peak physical condition, was dropping back to fourth.

Gibson was now up to fifth and moving. "I fell on the first lap and pulled the clutch in and barely got it started again. Then, once I got going, it went well. The track was deep sand and it was very rough, but I just kept driving hard."

His drive took him into the top five by the 30-minute mark, and as Velkeneers dropped off the pace with carburetor troubles, he was into fourth. He got by Hensen and finished the moto third behind Geboers and teammate Vehkonen, and one up on Hensen and Rinaldi.

The order surprised a few people. Hensen and Vehkonen were 14th and 15th, respectively, in the world last year and Gibson's recent race results didn't appear encouraging.

"I was very surprised to do so well against the best in the world," young Hensen said. "I just got a good start and was willing to take a few risks."

"I was a little surprised to see Gibson third," Geboers stated. "Last week we raced an international in Belgium and he didn't do so well. And the track wasn't well prepared here either."

Vehkonen, Hensen, Maddii, Geboers and Gibson led the second moto with Yamaha's other rider, Jacky Vimond suffering more bad luck with a first lap fall. He'd done the same in the first moto and came back to finish ninth.

Running third on the third lap, Vehkonen went down hard in the mudhole after one of the artificial jumps and, for the most part, his day was done.

On the same lap, Geboers was out front stylin'. There was no stopping the diminutive Belgian and his performance made a few observers wonder who could beat him this season, if anyone.

Gibson is one that'll give it a try. Moving quickly into second he set out after the World Champion, and although he couldn't catch him, neither did he lose much ground.

"The second moto went a lot better than the first one. I got a better start and tried some different lines. I went to the outside of the mudhole after the jump, but it took too much time so I just stuck to the inside," said Gibson.

Third was still up for grabs and Rinaldi looked a lot better than the first moto. Combined with the misfortune of Vehkonen, the poor handling of the Gileras of Velkeneers and, runner-up to Geboers, Corrado Maddii, and the unquestioned superiority of the Suzukis, the Italian was able to hold a solid third: no threat to Gibson and no threat from fourth-placed Hensen.

Maddii and Velkeneers were both suffering on last year's works Gileras while the Yamaha was completely redesigned and the Suzuki motor was totally new.

"The bike wasn't working well at all," said Maddii, flailing his hands in the air as he spoke. "It was bottoming off the jumps and the front wheel was twisting out of my hands. When I turned on the gas, it sort of stuttered."

Velkeneers concurred: "It was unbelievably bad luck. I felt real strong in the second moto and if not third, I should have finished fourth at least. But two laps from the end the carburetor went and I had no choice but to abandon it."

With 20 seconds in hand, Geboers took the checkered flag on what should be a checkered season. Gibson was a secure second with Rinaldi third and the consistent Hensen fourth. Luxembourg's Johan V. Poppel, on a Yamaha, was fifth, making it five different nationalities among the top five. Maddii persevered for fifth and the first Cagiva was Belgian Alain Lejeune in seventh.

"I was never in trouble all day," Geboers said. "I feel that I'm in good condition and the bike is better than last year. I'm very happy with it. I've had some good hard races with Vromans in the sand and it's been good training. The second moto my concentration was down at the start because I knew I could do well, so I got away poorly. The placings behind me surprised me, though."

Indeed, they surprised many, but the more often Gibson does it the less surprising it will be. Invaluable help was provided by Yamaha's team coordinator Bill Buchka who, along with Jerry Hudson, prepared the machinery and gave the rookie rider his years of European experience. (Last year he tuned for 500 rider Neil Hudson.) With Harry Everts abandoning the 125s for the more glamorous 500s, Akira Watanabe staying in Japan, the uncertainty of the works Gileras, and Rinaldi not in peak form, there is more than ample evidence that, along with the prowess of Gibson and his new mount, "Diamond Jim" had better get used to the taste of champagne. Fast. ●

Results

1st MOTO: 1. Eric Geboers (Suz); 2. Pekka Vehkonen (Yam); 3. Jim Gibson (Yam); 4. John Hensen (Yam); 5. Michele Rinaldi (Suz); 6. Marc Velkeneers (Gil).

2nd MOTO: 1. Geboers; 2. Gibson; 3. Rinaldi; 4. Hensen; 5. Johan Van Poppel (Yam); 6. Corrado Maddii (Gil).

WORLD CHAMPIONSHIP 125cc MX POINT STANDINGS: 1. Geboers 30; 2. Gibson 22; 3. (TIE) Hensen/Rinaldi 16; 5. Vehkonen 12; 6. Maddii 8.

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10:00 0–175 CLASSIFIED	10:00 SIDEHACKS–ATV ODYSSEY
12:00 UNCLASSIFIED	12:00 250–OPEN NOVICE AND BEGINNER
2:00 0–500 PRO-RACE (ONE HOUR)	2:00 250–OPEN AMATEUR AND EXPERT

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☐ WOMEN (CHECK ONE) ☐ SENIOR

☐ 0-500 PRO RACE
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☐ SRA
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☐ ATV
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☐ STOCK
☐ SUPER STOCK
☐ MODIFIED
☐ HACK ☐ HVWT ☐ LTWT
☐ UNCLASSIFIED

NAME OF ENTRANT _____ AMA NO. _____ EXPIRES _____
AGE _____ TELEPHONE( ) _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
I am a bonafide member of the _____
SPONSER-CLUB _____
Make of M. Cycle _____ Engine No. _____ Cu. Cm. _____
Riding or Sidecar partner (or team Members) _____
We are entering as a team: Yes No

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

If entrant is under 18 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledge his or her consent to the terms of entry.

SIGNATURE _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Beginner Novice Intermediate Expert or Enduro Class A B C rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by the application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

ENTRY VOID WITHOUT

Signature of entrant: _____

Date: _____ 19 ____

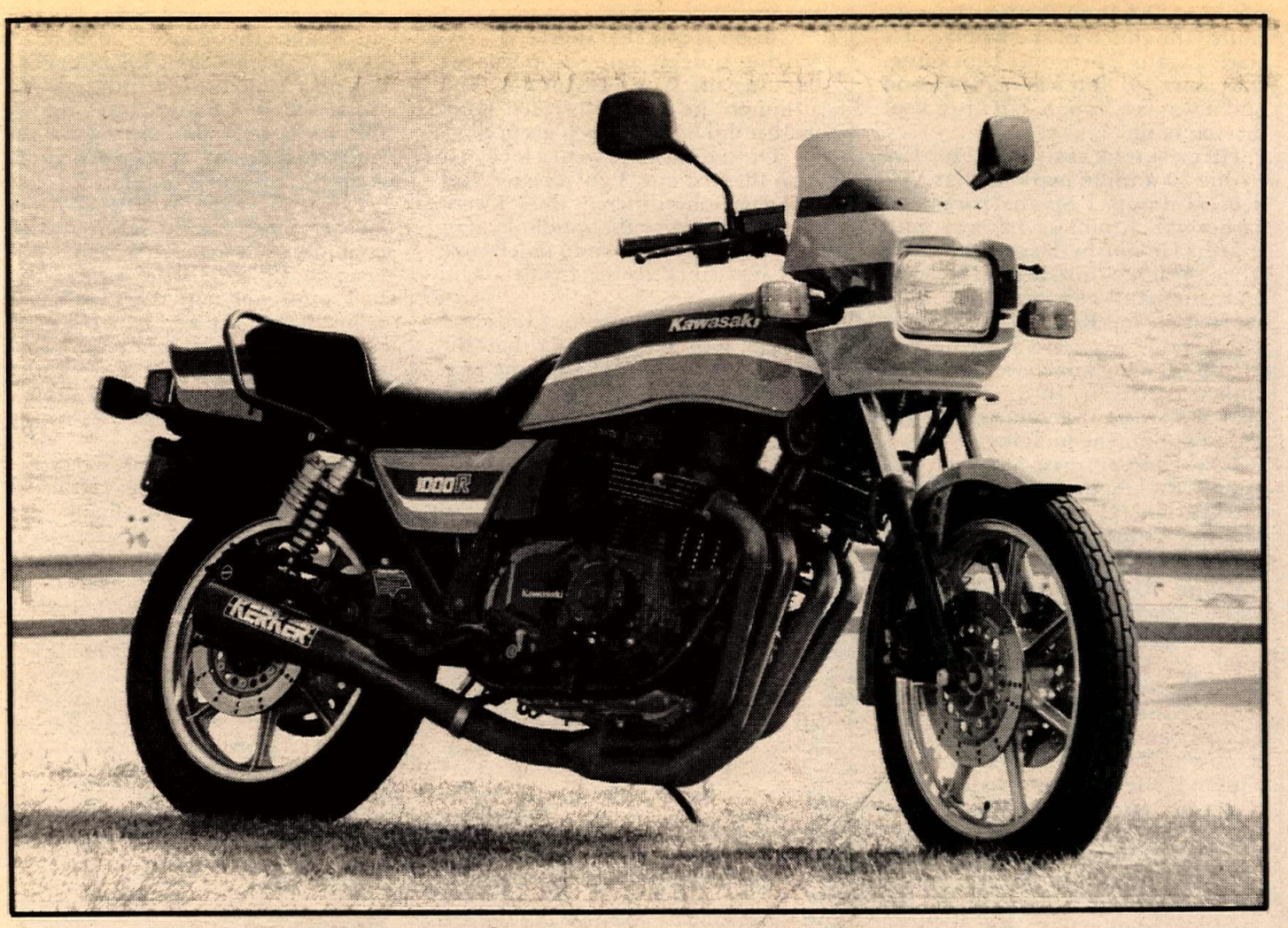
MOTORCYCLING IS A DANGEROUS SPORT

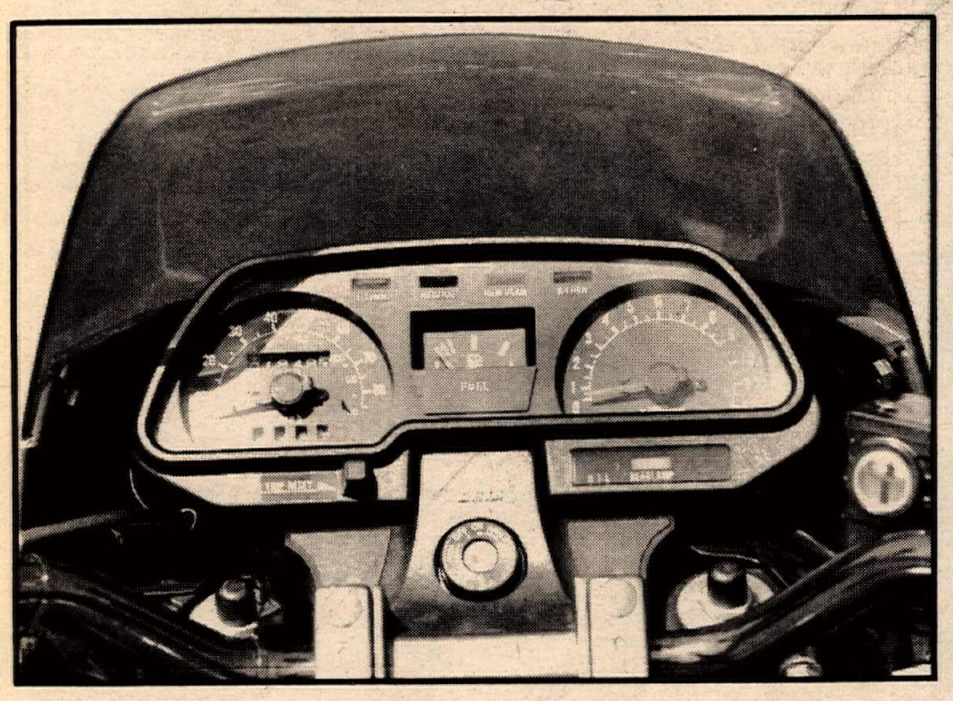
IMPORTANT: ALL ENTRIES MUST INCLUDE 3 SELF ADDRESSED STAMPED LEGAL SIZE ENVELOPES AND A PHOTO COPY OF YOUR RIDER CLASSIFICATION CARD (DISTRICT CARD, CMC, AME, CRC, SRA, ETC.)

SEND ENTRY AND CHECK TO:

ALL SATURDAY RACES
SO CAL M.C.
8117 WHITSETT
N. HOLLYWOOD, CA 91605

ALL SUNDAY RACES
SO CAL M.C.
7625 HINDS
N. HOLLYWOOD, CA 91605





Impression: 1983 Kawasaki KZ1000R2

Green Hornet repli-racer

By David Edwards

If it's unfair to judge a book by its cover, then perhaps it's equally unjust to assess a motorcycle by the color of its gas tank.

With its screaming green paint, cut-down seat, mini fairing and collector exhaust, Kawasaki's KZ1000R Superbike Replica is just about the meanest looking production street bike this side of an AMA road race starting grid. Tape up the lights, slap on some decals and you're ready to go out and mix it up with Fast Freddie and company, right?

Well, not quite. Scratch below the surface to its striking paint and you'll uncover basically a warmed-up Kawasaki street bike. The differences are primarily cosmetic. Up front, a GPz-style quarter fairing slices through the wind. Under the rider, a scooped-out, racing-style seat, mild rearsets and low-rise handlebars allow a canted-forward riding position. Gold-accented wheels are shod with tubeless Dunlop K-300 tires that rest menacingly on the asphalt. A dark gray Kerker four-into-one exhaust system, small frame-mounted oil cooler and gold-painted, remote-reservoir shocks complete the face lift.

Not that the facade isn't effective. Wherever we went on the Replica, from hamburger joints to racetrack parking lots to college campuses, the Kawasaki never failed to draw more than a fair amount of comments. Resplendid in its lime-green coat and cloaked in the pleasing grunt of its exhaust system, the R is definitely an attention getter. Unfortunately, while the repli-racer is good at catching the admiring glances of enthusiasts and the opposite sex, it also warrants the less than tolerable consideration of the local constabulary. Transgressing the speed limit on this bike will have you collecting tickets quicker than you can say, "But officer, I was just keeping up with the flow of traffic."

And at approximately $4,500 a copy (Kawasaki sets no suggested retail price for the R, allowing dealers to charge whatever the traffic will bear) and with a production run of just 1250, the owner of one of these Superbike clones is guaranteed a degree of exclusivity usually only reserved for those who have sporty European flash bikes in their possession.

Even if it is just a gussied-up street bike, the R's bloodlines are firmly planted in the slick-tired, 160-mph world of AMA Superbike racing. After factory rider Eddie Lawson's championship-winning 1981 season, Kawasaki decided to build a limited production street-going lookalike for their '82 model year — kind of a rolling commemorative — and christened it the Eddie Lawson Replica. Lawson won the title again last year, but has since left Team Green for the yellower pastures of the Yamaha camp. Still wanting to celebrate their hard-fought victory, Kawasaki brought back a slightly-changed replica for 1983. Eddie's name was quietly dropped from the gas tank decal and "Superbike Replica" stenciled in its place.

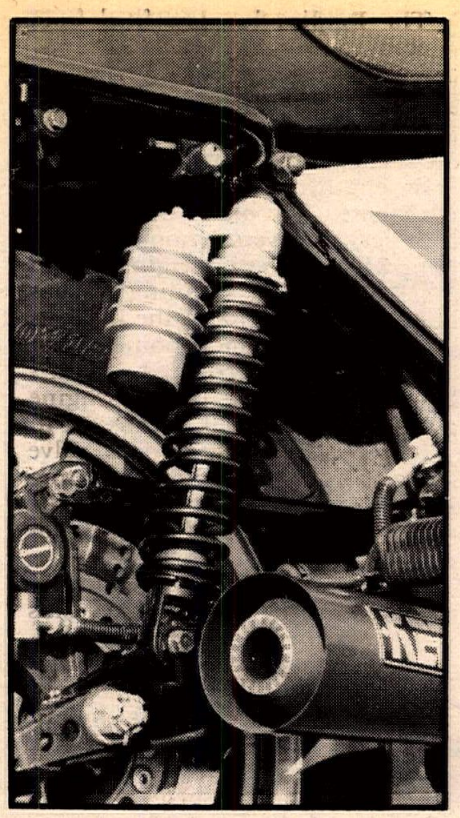
The Replica has benefited from other changes as well. Gone are last year's separate speedometer and tach units, replaced by a single, oblong, pod-like housing that fits neatly inside the small fairing. The swingarm has been lengthened slightly to increase wheelbase. The black, 998cc, four-cylinder, transversely-mounted engine, which traces its origins back to the 1973 industry-stunning Z1, has been updated again, in the interests of pumping a few more ponies out of the venerable powerplant. Last year's R had the standard J-model engine and caught some flak because of it. The current issue gets updated valve angles and different camshafts to bring it more in line with GPz specs. Lastly, the shocks have gained four-way adjustable rebound damping.

Last year's shocks received a literary roasting by the press corps. This year's models, adjustability and all, are not much better. After an initial ride on a rain-grooved, expansion-stripped freeway, the shocks had us scrambling for a nearby thesaurus, looking up synonyms for the word "stiff." We found 12 such words, and they all apply to the rear dampers on the 1000R. We backed off the pre-load and played around with different settings, but still the ride quality on anything but mirror-smooth roads is best-described as jarring. Even when our heaviest test rider inadvertently slammed the bike across some deep dips in the pavement, the shocks wouldn't bottom. And most unforgivable of all, in the twisties, which are supposed to be this bike's stomping ground, we were sometimes forced to slow down a notch or two when the pavement got a little rough. Hardly the kind of behavior expected of a Superbike, street legal or not.

In its defense, let us state that Kawasaki never intended the R to be a freeway flyer or an around-town commuter. They built the bike for the dedicated sport rider who doesn't mind making a few sacrifices to get a motorcycle that is special. We can't help thinking though, that this bike — a flagship — deserves better. As it stands now, the rear shock stiffness is one of the few flaws in a motorcycle that otherwise provides truly memorable motorcycling experiences.

The riding position is ideal. Situated in the comfortable mean somewhere between a cafe crouch and the more common sit-up-and-beg stance, the rider is poised over the bike for best control. Surprisingly, the boy-racer seat, which at first glance looks a little skimpy on padding, offers a fair degree of support. And paradoxically for this race-inspired motorcycle, the passenger's portion of the saddle is quite comfortable. Fitted with decent shocks and a tank bag, the R wouldn't make a half-bad two-up day-tourer. As it stands now, the harsh dampers intrude on the pleasure. After an all-day 300-mile back-road tour, our favorite passenger had only one comment. "Call me when you get a Gold Wing to test," she said as she walked slowly away.

The engine is a nice blend of power and civility. It may surrender a couple of ticks of the stopwatch and a few miles per hour on top speed to its 1100cc competitors, but it is definitely a strong-running unit. The nice thing is the way the power is delivered. It's always there, with no flat spots, no rough running. Passing cars is just a matter of opening the throttle; downshifting in all but dire emergencies simply isn't necessary. With 10 years of manufacturing behind it, the familiar litre engine is probably the most bulletproof units coming out of the Orient today. One of our more ham-footed test riders missed a couple of full-throttle power



shifts, sending the tachometer to the far side of the Twilight Zone. The R never missed a beat and settled back into its steady idle as if to chastise the rider.

And then there is the sound. In a time when constricted, nasal whines are common-place, the free-breathing growl emanating from the R's Kerker is refreshing. It's not loud to the point of annoying the occupants of the Oldsmobile in the next lane at a stoplight, but it is authoritative. Kawasaki officials told us that the Replica had no trouble passing the governmental noise standards. If that's so, we only have one question. Why can't we have more motorcycles that sound like the R?

The triple, drilled disc brakes, are definitely up to the task of bringing the bike to a stop. The front units are especially strong, aided no doubt by the sticky Dunlop tire. The rear brake needs a delicate touch at the foot lever to deliver its best performance. Used indelicately, it locks up the rear wheel easily and, in extreme cases, causes the rear end to hop alarmingly. After a little practice, though, short, straight stops are the order of the day.

While the shocks may have you cursing them on the way to the twisties, once you get there and as long as the asphalt is smooth, the only thing you'll think about is how far to lean over in the next corner. If the R's handling isn't quite up to the level of its real-racer cousin, then at least it ranks near the top of the big-bore street bike heap. All the chassis parts are so well tucked in that if you start to grind metal off the undercarriage, stop immediately, then proceed to the nearest road race track. There's a good chance you could be winning trophies on your Sunday afternoons instead of merely impressing your riding buddies. One of our test riders, who road races, came back after a short stint on the 1000 with a big grin on his face. "You know," he said, "even with the stock tires, on a race track, I think I could drag my knee pretty easily with this thing."

Other than the shocks, we do have a few complaints about the big Kawasaki. At 1500 miles the paint on the exhaust pipes started to fade and, soon after, rust began to appear. Kawasaki is aware of the problem and says that the fault doesn't lie in the pipe's Kal-Gard coating, but in the base material sprayed on before the final painting. In any case, the problem, should it occur on a customer's bike, would be taken care of under the standard 12-month warranty. The Dunlop rear tire, while offering excellent traction for the R's corner-strafing duties, did seem a little short on wear. And while we may treat our test bikes with a little more vigor than the average owner, 2000 miles between tire changes isn't very long. Although the quarter fairing adds to the repli-racer theme, our shorter riders commented that it delivered an annoying blast of wind right at helmet level. The shorter guys also complained about seeing a reflection of themselves in the glass covering the instrument pod. It was especially bothersome if the rider had on a white helmet as it tended to blend in with the white numerals on the tach and speedo. (The reflection was useful for checking out your Eddie Lawson Replica Racing Crouch, however.) There was some vibration noticeable in the footpegs and handlebars, but things smoothed out at cruising speeds. On a maintenance note, the four-into-one exhaust made it necessary for Kawasaki to remove the bike's centerstand, so chain lubing and tire changes are a little more involved and time consuming than usual. Also, the exhaust has to be dropped to change engine oil.

To the rider interested in the R, though, these things will matter not one bit. To him, the complaints are only trivialities. Yes, for less money he could buy another big street bike, cut down the seat, add a quarter fairing, rearsets and low bars. Kerker will be only too glad to sell him an exhaust that will bring the sound to pleasing levels. He could even spring for a trick paint job and fancy graphics. But it won't be quite the same thing, because the Replica has a certain intrinsic feel to it that would be hard to duplicate. Stretched out over its 5.7-gallon gas tank and tucked in behind the tinted windscreen, every freeway off-ramp is somehow magically transformed into the Corkscrew at Laguna Seca or the Carousel at Sears Point. Through some process, that VW Microbus you just passed becomes Baldwin or Rainey or Cooley, and your snap-downshift into the next corner is almost like a fighter plane's victory roll.

That's what the Superbike Replica is for. And while it may pale when compared to the genuine article, the R makes a great race-winning platform in the rider's mind. Kawasaki should have named it the Walter Mitty Special because, for straightening out that favorite stretch of back-road asphalt — with visions of the Daytona infield dancing in your head — the big, green bike has no peers. •

Specifications

Engine

Type	Transverse, four-cylinder, four-stroke.
Displacement	998cc.
Bore x stroke	69.4 x 66mm.
Compression ratio	9.2:1.
Starting system	Electric.
Ignition	Solid-state electronic.
Transmission	Five-speed.
Carburetor	Four 34mm Mikuni.

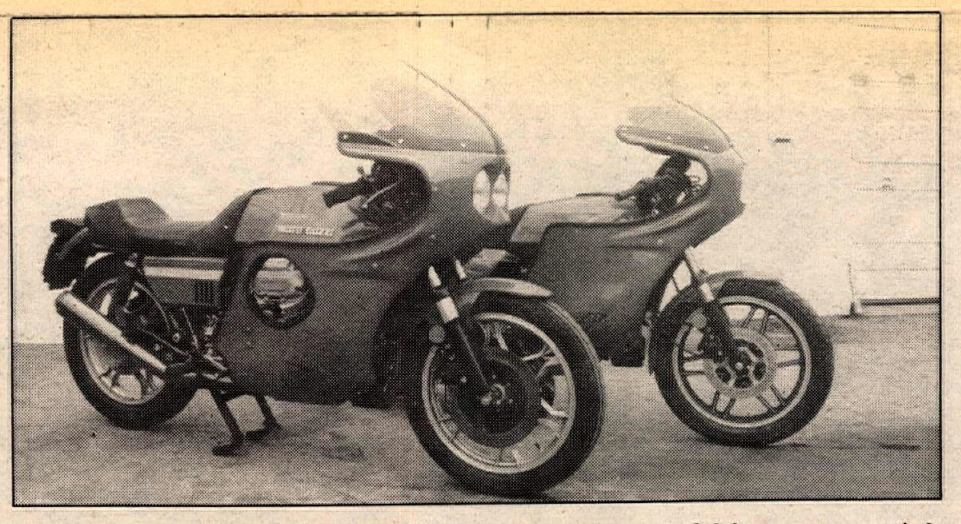
Frame

Type	Double cradle.
Front tire	100/90-19 tubeless.
Rear tire	120/90-18 tubeless.

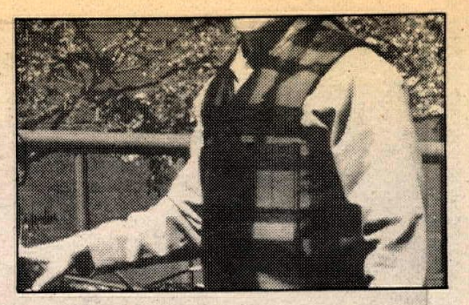
Dimensions

Wheelbase	60.04 in.
Seat height	30.5 in.
Dry weight (claimed)	489 lbs.
Fuel capacity	5.7 gal.
Oil capacity	3.7 litres.
Suggested retail price	N/A.

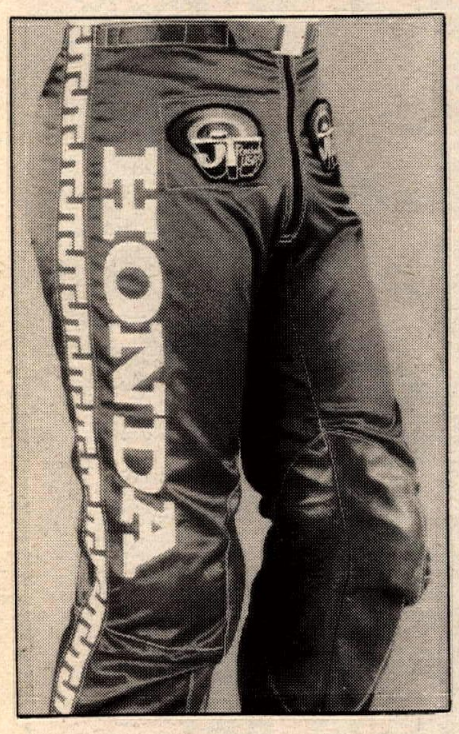
NEW PRODUCTS



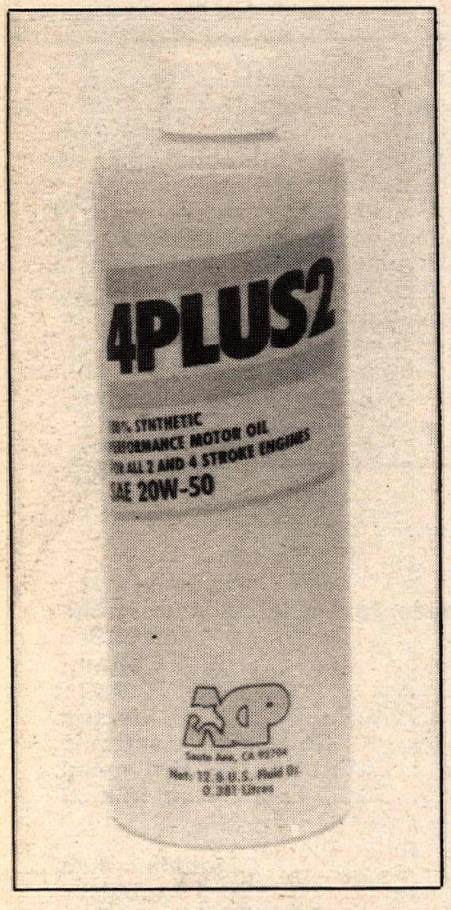
Want to dress up your Moto Guzzi 550, 850 or 1000cc model for street or strip? Arlette has a new line of Sprint and Endurance fairings available with single or dual headlights. The lights are supplied with most models. The fairings are fiberglass and feature gel-coated colors. If you want more info send a stamped, self-addressed envelope to Arlette, Dept. CN, P.O. Box 1656, Cedar Park, TX 78613.



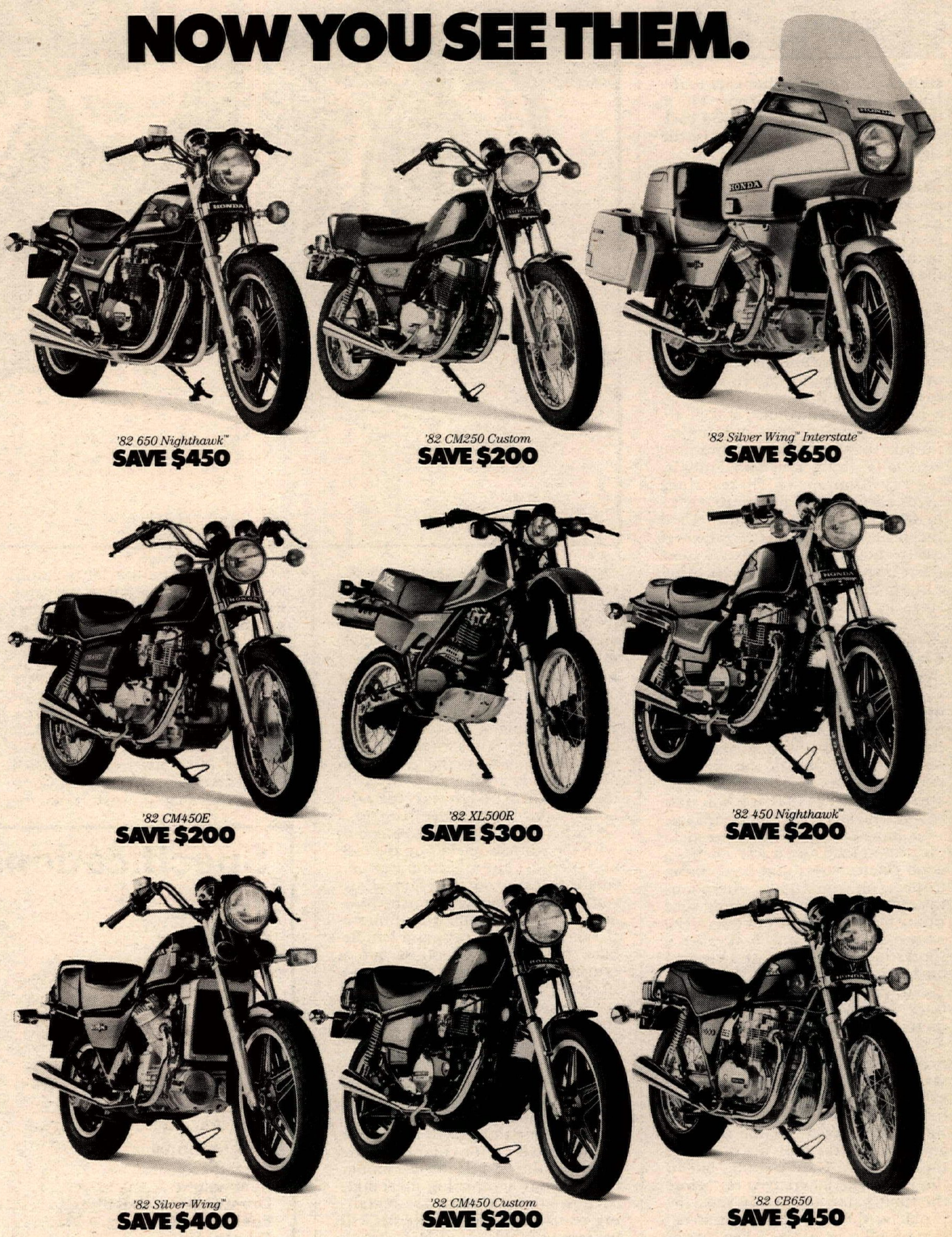
Wooley bully! The C.C. Filson Company has a new 100% virgin wool vest that should prove to be bullish (sheepish?) for cool weather riding. Worn over a shirt or as an accessory garment with other clothing, this stylish vest breathes easily and remains comfortable and warm without bulk. Both handwarmer and utility pockets are featured, and the vest is available in plaid or solid grey. Write for a free brochure to C.C. Filson Company, Dept. CN, 205 Maritime Building, Seattle, WA 98104.

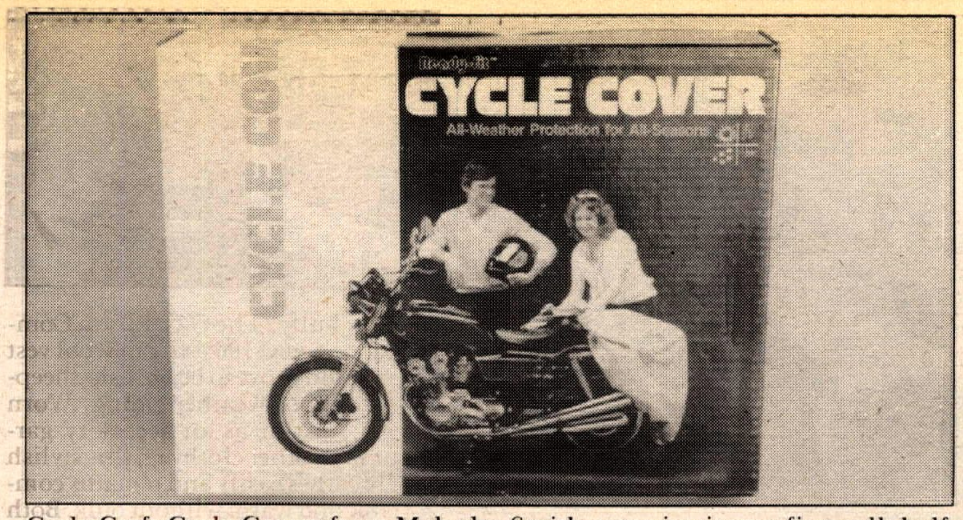


Drop on by your JT Racing USA dealer and check out the latest in MX fashions. JT World Champion style MX pants feature construction of Satinyl fabric, high-tech knee/shin protectors, hip padding and a continuous JT spandex stripe down each leg. There are team color combinations available or design your own. Sizes are available for kids (24-28) and adults (28-36). Check 'em out.

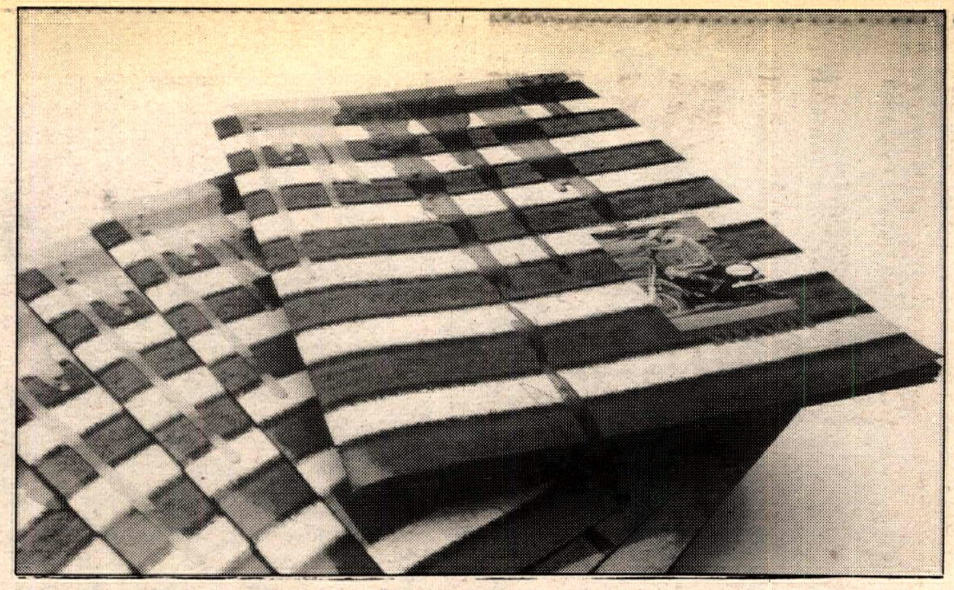


ACP's 4 Plus 2 100 percent synthetic motor oil is claimed to work equally well in both two and four-stroke engines. The oil will blend with gas, alcohol, fuels and castor oils. The weight is SAE 20W-50. It is available in an 8 oz. bottle for $3.33 or in quarts for $6.98 from motorcycle dealers carrying the ACP products line.





Cycle Craft Cycle Covers from Malcolm Smith come in sizes to fit small, half dress, semi-full dress and full dress motorcycles with prices starting at $46.95. The covers are constructed of a lightweight fabric which is waterproof and weather resistant. A reinforced lock-on feature minimizes theft. The covers also feature a heat-shield inner lining. See your favorite dealer who carries the Malcolm Smith Products line of accessories for more info.



The Sinisalo flying colors catalog features 16 jam-packed pages of MX gear. From gloves to boots, Sinisalo has it. To get your copy, send $3 to Sinisalo USA, Dept. CN, 15510 Rockfield Blvd. Unit C, Irvine, CA 92714.

NOW YOU DON'T.

Honda introduces the Redline Super Sale.

Now, while they last, you can buy the Honda you've always wanted. At a price you may never see again.

We've lowered the suggested retail price on some of our best motorcycles. As much as $650.* And your dealer may go even lower.

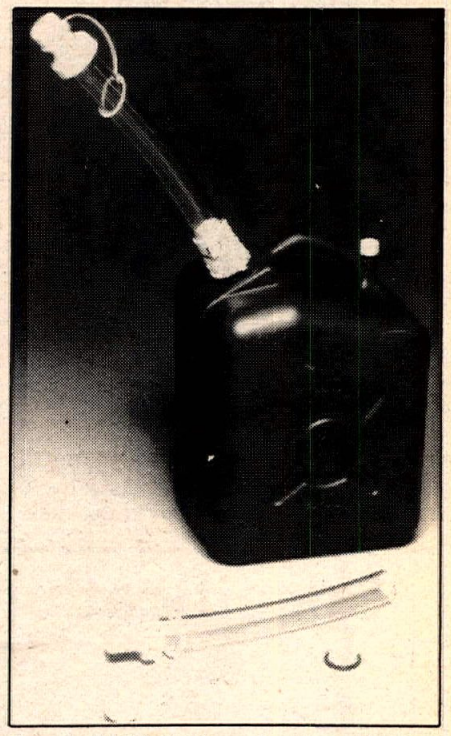
Which means you can get a great deal on a brand new Honda.

It also means you'd better hurry. With deals like these, it's only a matter of time before everything disappears.

HONDA
REDLINE SUPER SALE

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc. *Actual savings will vary by dealer. Rear view mirrors are standard equipment.

The Malcolm Smith backpack will allow you to carry extra gear without cluttering up your bike. The blue nylon pack costs $24.95 and features padded shoulder straps, and a nylon waist belt with quick release buckles. The inside back of the pack is padded for comfort. Dealers who carry the Malcolm Smith Products line have more info.



Good old Malcolm, always trying to figure another way to go faster without spending big bucks. This $10.95 quick-fill kit won't quickly empty your wallet, but it does pour one gallon of gas in less than four seconds. It fits on all Igloo Jerry Jugs and the flexible spout makes pouring easier, even if you're not in a hurry. For this and other Malcolm Smith Products see your local dealer or write: Malcolm Smith, Dept. CN, 7563 Indiana Ave., Riverside, CA 92504. •

Rancho Cordova, California.
Team Honda captures 250 and 500 classes at Hangtown Classic.

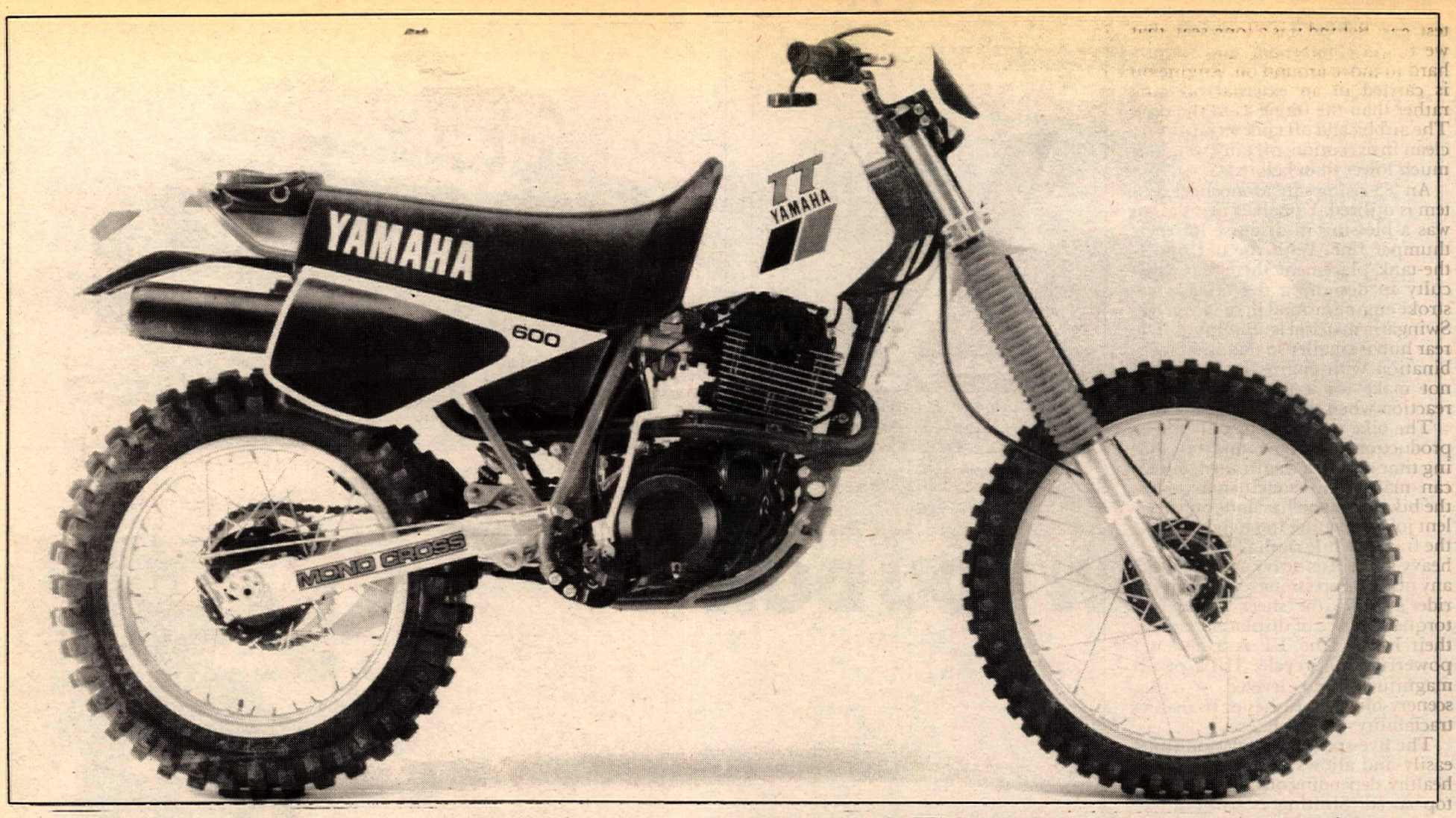
HONDA HANG

Two of Honda's fastest guns rode into Rancho Cordova this weekend for another showdown against the competition.

Riding tall in the saddle, Bob Hannah put another notch in his bike as he gunned down the competition with 1-1 moto finishes.

Meanwhile, back at the Rancho, Danny Chandler showed his hometown fans that he was still the best in the west. Heading off the competition at the pass, "Magoo" strung 1-2 motos

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc.



Mini impression: Yamaha TT600

Yamaha TT600K — the return of the Phoenix?

Yamaha's first offerings in big-bore thumper market were the 1976 TT 500s, the red and white ones. Yamaha tuner extrordinaire Ed Scheidler met the elite of the motorcycling press corps at southern California's Saddleback Park to unveil the newest red and white Yamaha thumper.

In the legend of the eternal Phoenix, the Phoenix had a long and full life, then burned itself and rose from the ashes wiser, more beautiful and a little different in appearance than before. It is inarguable that the TT500, while at times not the finest available off-road thumper, lived a long a full life. Bulletproof reliability kept them the favorites of many after their chassis had outlived its best years. Phoenix-like, the new TT600 rises from the ashes with a bigger-bored and lighter engine than the XT550, which heralded the 600's immenent arrival.

Suspension that has IT-like numbers in the rear and YZ-ish travel numbers in the front guarantees that the ressurection will be more trail-wise. This newest thumper is light for a big thumper, but still heavy for a dirt bike, even though it is more in every way than its forerunner and relative of yore.

(Above) Note the TT's long seat, compact, but quiet muffler and new cylinder head design. (Below) Note engine case and knuckle protectors.

A chrome alloy steel frame glistening in red paint and white, with red and black highlights, plasticwork adorn all-new components. Up front a double-leading shoe braked, conical hubbed, IRC-shod 21-inch wheel spins in the firm grasp of a 43mm-tubed Kayaba fork. We didn't have specs on the exact rake, but it is in the 28 degree neighborhood. IT-issue controls and headlight/numberplate fill in the blanks above the 600's fork.

The fuel tank is plastic, short, wide and holds nearly three gallons of hi-

Specifications

ENGINE

Type	Four-Stroke, SOHC, four-valve, Single with Balancer.
Displacement	595cc.
Bore stroke	95 x 84mm.
Compression ratio	8.5:1.
Maximum torque	(claimed 34.0 ft-lb. (4.7 m-kg) @ 5,500 rpm.
Carburetion	TK Y27PV.
Ignition	CDI.
Starter	Primary kick.
Lubricatio	Dry Sump.
Oil capacity	1.9 qts.
Transmission	Five-speed.

CHASSIS

Overall length	87.0 in.
Overall width	34.6 in.
Overall height	48.8 in.
Seat height	36.6 in.
Wheelbase	58.5 in.
Ground clearance	11.8 in.
Dry weight	271 lb.
Fuel tank capacity	2.9 gal.
Suspension/travel	
Front	Telescopic fork, air adjustable leading axle 11.8 in.
Rear	MXS, adjustable 10.6 in.
Brakes Front	Double leading shoe drum.
Rear	Drum.
Tires Front	3.00-21.
Rear	140/19-18.
Color	White.

test gas. Behind it is a long seat, that we found comfortable and slightly hard to move around on. Engine oil is carried in an external oil tank rather than the frame as in the past. The airbox and oil tank set-up is very clean in execution; oil tank weight is much lower than before.

An '83 rising rate Monoshock system is utilized. Yamaha's new design was a blessing in disguise for their thumper line. With the old under-the-tank placement there was difficulty in designing the taller four-stroke engine around it, or vice versa. Swingarm material is aluminum. The rear hub is smaller so that it, in combination with engine braking, will not make for a toggle-switch-type reaction when the pedal is used.

The bike we rode was only a pre-production prototype, and our riding time and area was limited, but we can make some conclusions about the bike. Yamaha has done an excellent job of keeping the weight low in the frame. While riding, the TT feels heavy, but not as heavy as it is. Before any other impressions register on the rider's mind, the sheer power and torque of 600cc of displacement rear their heads. The TT is a fast and powerful motorcycle. Hills of all magnitudes were leveled in either scenery-blurring rushes or trials-like tractability — just choose.

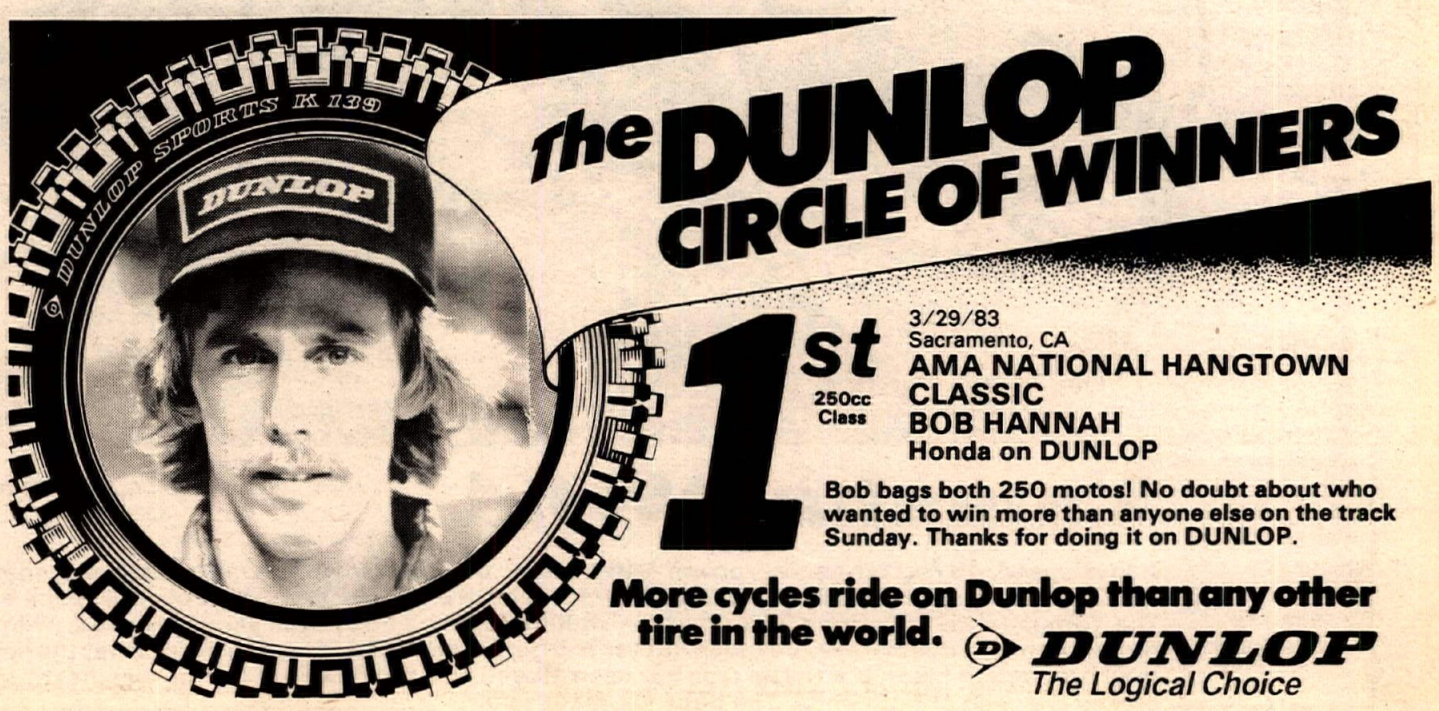
The five-speed transmission shifts easily and allows a healthy (or unhealthy, depending on the conditions) top speed. Shifting is balky under power without the clutch, as it is with most four-strokes.

After the euphoria of thumper power wears off, other things become noticed. One of the first traits to fall under fire is one that can, and hopefully will, be changed on the production models. The front fork was much too soft, so soft that most of the travel is used up while riding on level ground. The action is plush, so a heavier spring should do the trick. Rear suspension compliance is excellent, but still a bit soft, over big bumps. Easy riding over stutter-bumps is good also.

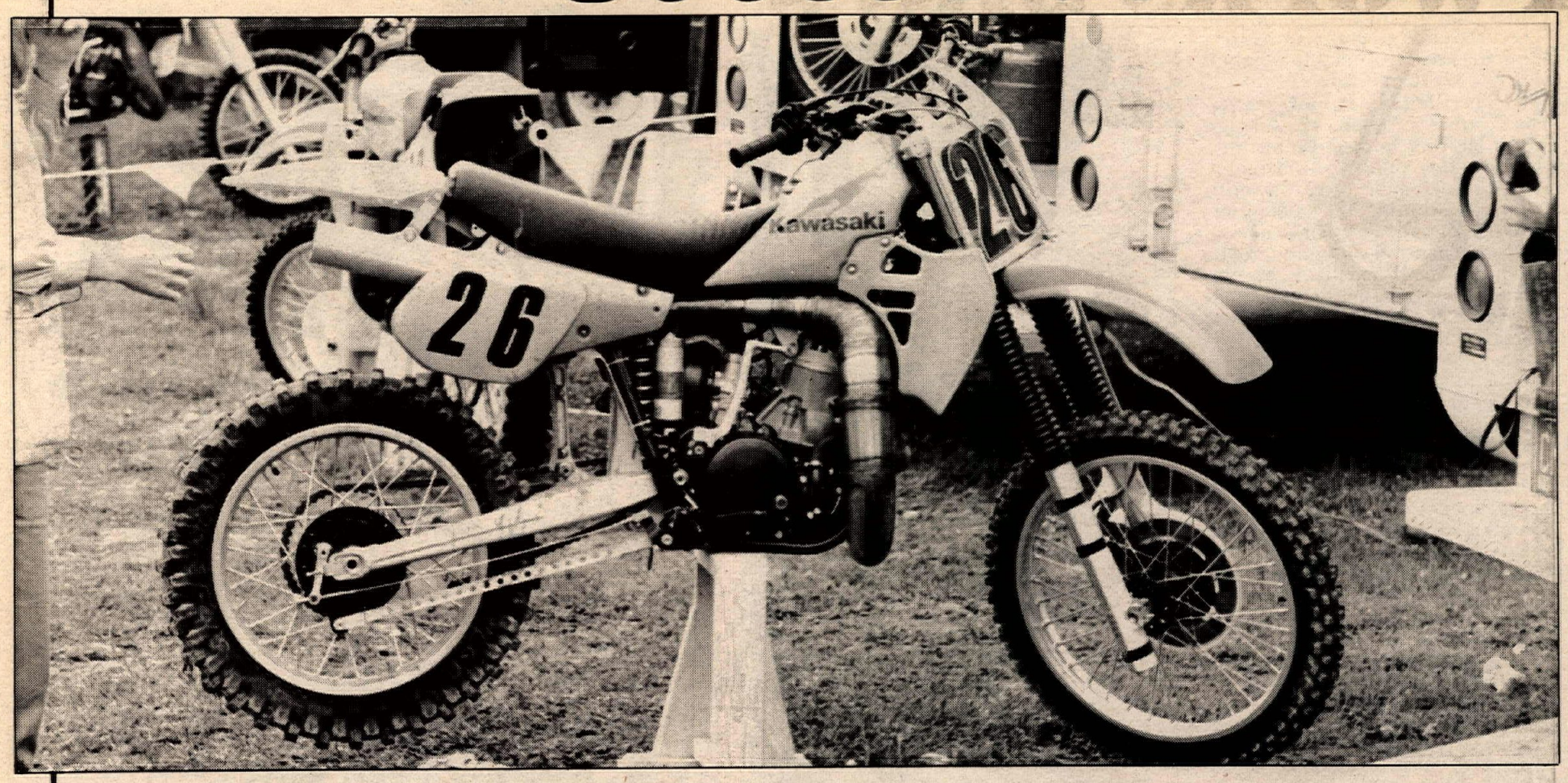
Steering seems all right, but the ground wasn't the best by any means. Out in the trails the bike shined, more so in wide open trails. Tight, difficult trail work was just that, work. While trailing through one such section we dropped the bike and stalled it. It was then we really noticed the weight. We also noticed how hard it is to start when it doesn't want to. Three kick sessions and two rest stops were required to relight the fire.

On the fireroad-type trails, slides were fun and wheelies effortless. In fact, on the motocross course there were no bad surprises. There was never any doubt that the 600 was a big, heavy bike, but rough straightaways were ably handled under power and at speed. Jumps? No problem as long as the rider gets the bike off the ground reasonably straight. Although Yamaha made the rear brake smaller for less strength, it locked easily. The front double leading shoe brake is strong enough, but didn't feel so with the front fork so soft. The riding position, both sitting and standing, was good.

The bottom line seems to be that the TT600 is the best big bore trail bike we have tested. We haven't thrown a leg over the new Honda XR500 yet, but hope to soon. The Yamaha feels great in fast, rough trail riding. We mean, however, at fast trail riding speeds. For real speed work, the Can-Am Sonic is better, but comfort is a lot higher on the long ride on the Yamaha. We feel a lot could be done with the TT with just everyday set-up. We look forward to spending some real time, on real trails, with a real production model. ●

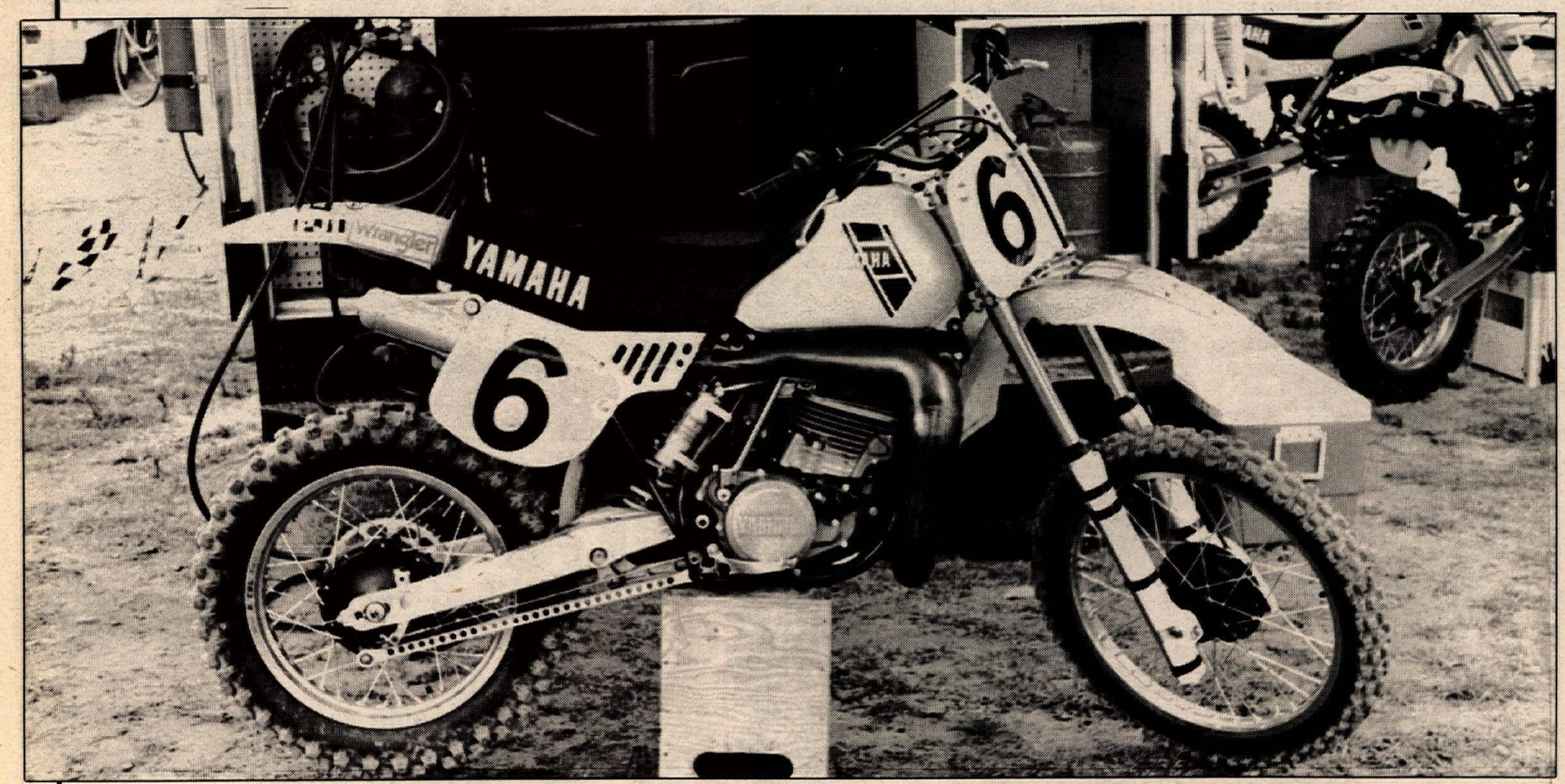


500cc National M



Kawasaki KX500SR

After being the last to have water-cooled 250cc production bikes, Kawasaki is the only factory to have a liquid-pumping 500cc works MXer in America. Honda will run them in Europe this year, but they are air-cooled in the U.S.A. Only the head and cylinder are one-off items. Want a works Open bike trans and crank? Run down to your Kawasaki dealer and buy one — The lower end is production. The shock linkage and geometry are new from last year, but will be production for 1984. The fuel tank is aluminum, as are the swingarm and shock strut. There is no magnesium or titanium on the bike anywhere. Weight is claimed to be 228 pounds without fuel. Horsepower is claimed to be in the healthy end of the 60s. Kent Howerton commented that the bike was plenty fast, and the power comes from the bottom up, smoothly. Power is transferred through a five-speed transmission. Suspension components are Kayaba at both ends. Note front disc brakes.



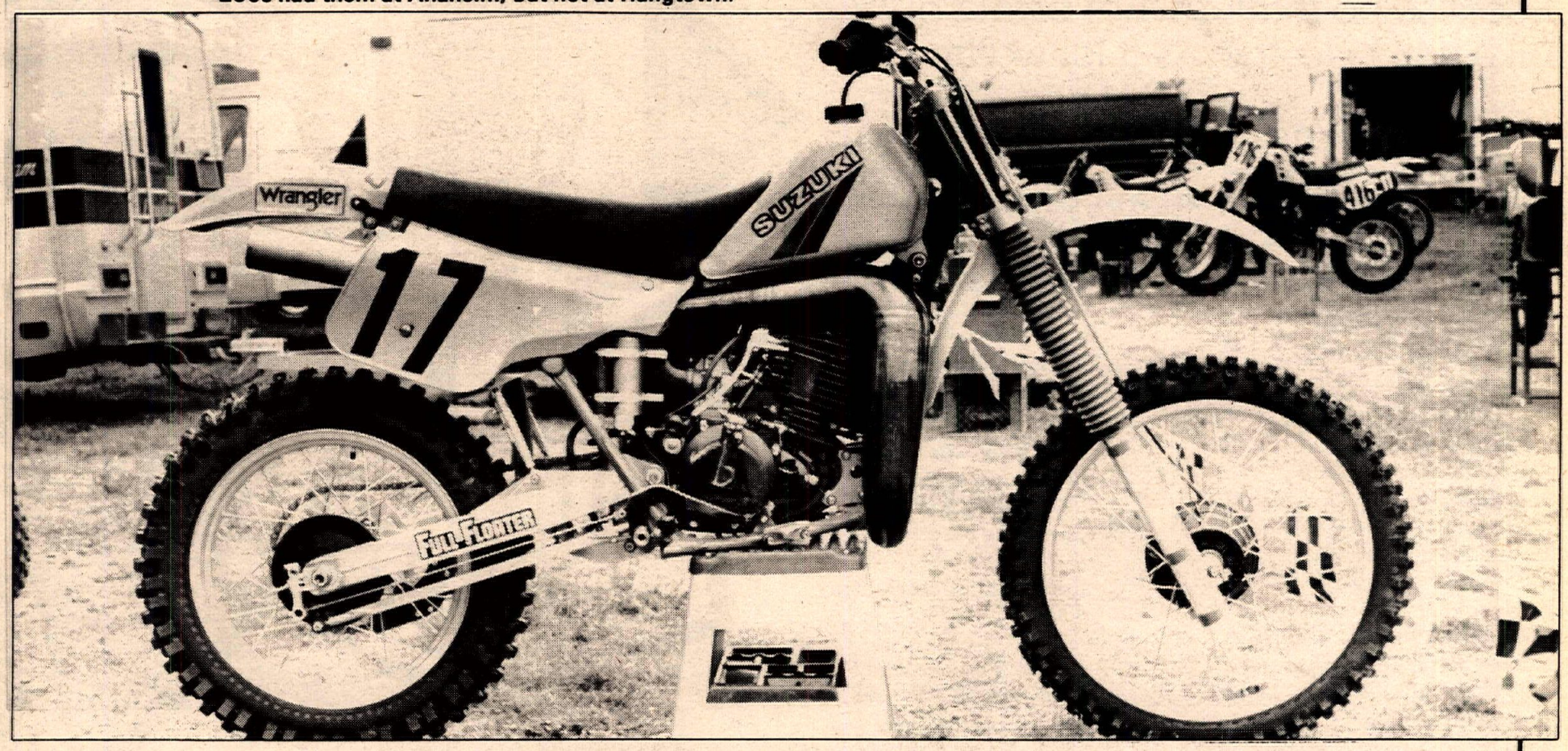
Yamaha OW64

A four-speed, 487cc, air-cooled, power-valve engine powers Yamaha's Open class contender. The fork is Kayaba, but the rear shock is an Ohlins. Travel is 300mm at both ends. Horsepower is claimed to be 57-plus @ 7000 rpm. The Yamaha, like the others, is right at the weight limit and no special alloys are used. They say a privateer on a production bike could easily be much lighter and get away with it. Yamaha claims that the link ratio is the same as their production bikes, but the linkage has been moved down and back to get the weight still lower. Drum, floating brakes are used at both ends. The hubs are magnesium.

X works bikes

Honda RC500R

Showa suspenders make their only appearance on the Honda. Showa builds both the fork and the shock. The bikes are delivered with hydraulic disc brakes front and rear, but are still in the testing stages until drum or disc show a clear advantage. At Hangtown all the works Hondas used rear discs and half used front discs. The transmission can be either a four or a five-speed. One unique feature is the hydraulically-actuated clutch. The cluth pull is lighter, considerably lighter, than any production 125cc. After testing, a linkage for the rear suspension that used a little different rising rate from last year is used. The major differences are power, which is "nicer," and suspension that they say works a little better. The engine is air-cooled, but has a water pump cast into the sidecase. At the front of the Honda cylinders is the subject of the majority of the pit gossip. A box-like protrusion under the exhaust system is called the "attack system." When it is mentioned, the entire Honda team clams up and looks the other way. We do know that it comes stock on some production Hondas in Japan. Rumors in other manufacturers' pits suppose that the system is somewhat powervalve-ish, and possibly it works like a boost bottle for the exhaust port. The 250s had them at Anaheim, but not at Hangtown.



Suzuki RN500

Suzuki would say their works Open classer was a four-speed and not much else. Unlike the stadium bikes, the fuel tank is in the normal position. A refinement of the Full-Floater linkage is used and, while they didn't say, Kayaba appears to provide the suspension components at each end. Suzuki said that the weight of their bike changed from week to week and that a few production parts are used. From our photos it appears that indeed the gas cap and the stickers may be production items. The rear sprocket also looks mass-produced.

Half the fu
is knowing w

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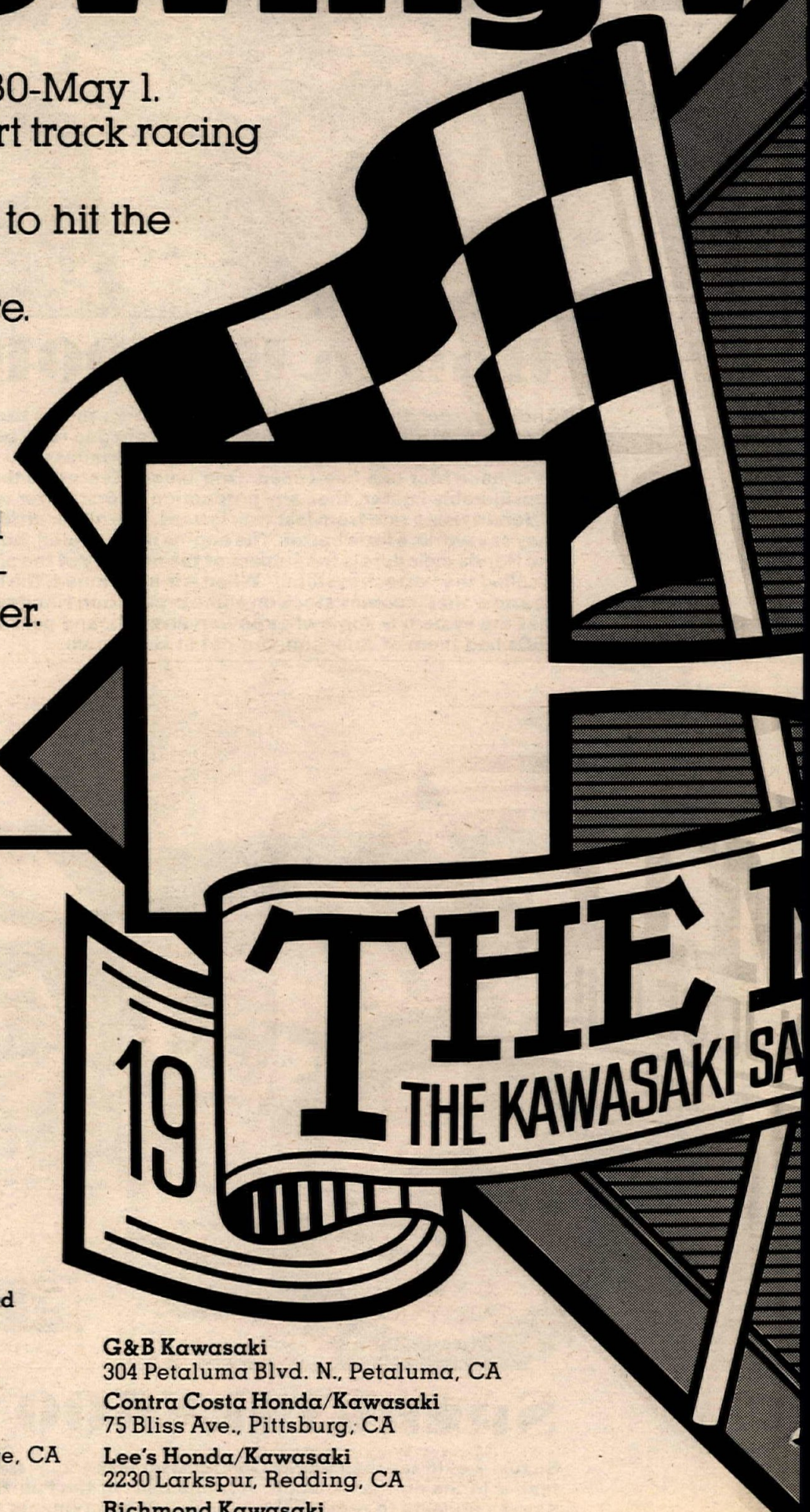

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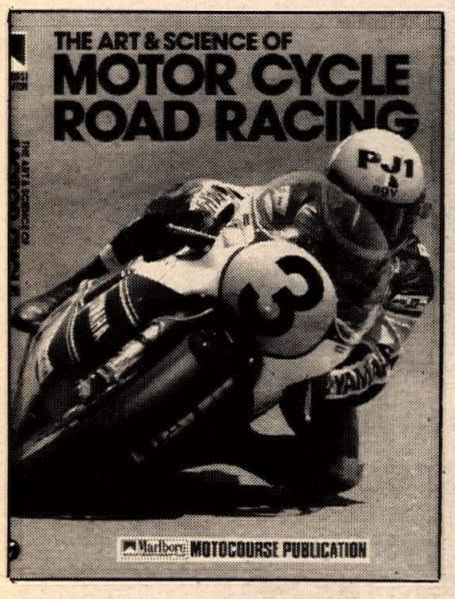
Book Review



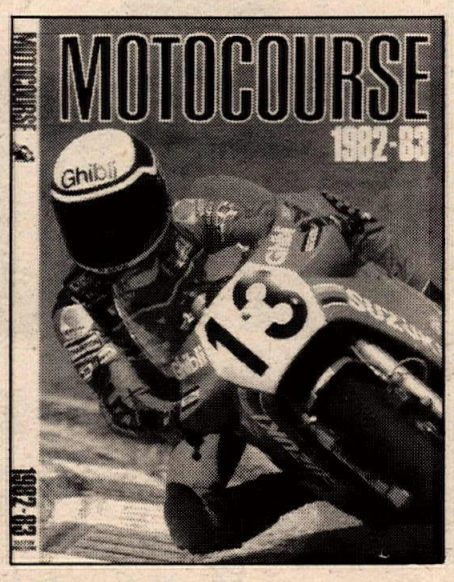
The Art & Science of Motor Cycle Road Racing
By Peter Clifford
Published by Hazleton Publishing
Hardbound, 260 pages
$19.90, including postage
Motorbooks International, P.O. Box 2, Osceola, WI 54020

Peter Clifford, a graduate mechanical engineer whose byline has appeared on these pages as well as in motorcycle publications around the world, presents — in layman terms — an explanation of the scientific principles involved in road racing. While it can stand on its own as a book for beginners, I'd recommend Keith Code's *A Twist of the Wrist* be read first by those making their initial venture into road racing. Clifford's book is not an instruction manual per se, it's a road racing textbook that will hold the interest of everyone interested in road racing whether they be a participant or a fan.

None other than King Kenny Roberts wrote the foreword and the three-time World Champion sums up the instructional value of "how to" books: "You can teach the guys to race, or rather what you really do is save them time. If they're any good they'd find out sooner or later anyway." Roberts stresses the importance in knowing why a bike reacts in a certain manner: "When you can think about riding a motorcycle, understand what it is doing and know how to improve it, then you don't have to go getting yourself pumped up to ride it fast . . . If you comprehend what the bike is doing then you'll know its limits and be able to ride it to its maximum without wondering whether you're going to fall off any second."

120 photos, 20 of them in color, appear in the book and most of them are by the wizard of road race photography, Don Morley. For us, the book is worth the selling price for two photos: a look at Roberts on the banking at Daytona with his TZ750 compressed down to within an inch or so of the asphalt, and a shot of Barry Sheene in the process of what appears to be a major get-off. Sheene explains otherwise. The book is full of statements from top riders regarding road racing and those statements add credibility to Clifford's (and others') theories regarding such things as frames, engines, exhaust systems, tires, etc.

Diagrams of GP circuits with a top rider describing a typical lap, brief profiles and candid pics of the superstars all add to the book's appeal. Bloody well done, Peter.



Motocourse 1982-1983
By Peter Clifford
Published by Hazleton Publishing
Hardbound, 192 pages
$39.90, including shipping
Motorbooks International, P.O. Box 2, Osceola, WI 54020

The seventh annual edition of *Motocourse* is on a par with the six which preceded it, and that means it needs no review. Every superlative one can think of has been used in describing the series of road racing books. We've said it before and we'll say it again about this year's *Motocourse*, it belongs on the bookshelf of every road race enthusiast.

Once again, the highlight of the book is the photography and, once again, the man behind the camera in most cases was Don Morley. 50 full color photographs (by Morley) and over 250 black and white photos accompany the text of the coffee-table book. While the color photos are the real eye-grabbers, the black and white shots are excellent as well.

We look forward to each year's *Motocourse* and offer the following criticism because we're nitpicking and we're American: first, we wish the publisher would increase the number of pages devoted to the admittedly small but growing American road race scene, particularly Daytona, and secondly, be more accurate in editing. The latter was first brought to our attention by the disparity of years regarding Freddie Spencer's age between *Motocourse* and *The Art & Science of Motorcycle Road Racing*, both edited by Clifford. The former incorrectly says Spencer is 24, the latter correctly has him at 21 years of age. And is there a man on the international road race scene who has had his name misspelled more often than Spencer's ace tuner, Erv Kanemoto? That's Erv, Peter, not "Irv." While those are just two minor errors we noticed, finding those two immediately makes us wonder if there are not more.

But nitpicking and patriotism aside, *Motocourse* is the one book we'd purchase if some strange force limited us to a single purchase. On a scale of one to ten, it's definitely a ten.

Team Suzuki
By Ray Battersby
Published by Osprey Publishing Ltd.
Hardbound, 240 pages
$30.95 including postage
Motorsport, 6115 Gravois, St. Louis, MO 63116

If you're a regular viewer of *The Johnny Carson Show*, you've seen and heard his sidekick, Ed McMahon, hold up a book and say, "Everything you ever wanted to know is contained in this book!" Carson usually quips, "Wrong, beer breath." Well, in the case of Ray Battersby's *Team Suzuki*, everything you ever wanted to know—and more—about Suzuki's works road race machinery *is* in the book.

From the 1953 bicycle-based 58cc Diamond Free through the 1981 XR35 (RG500 Gamma) GP road racers, Battersby offers a technical but easy-reading look of the bikes campaigned by Suzuki on race tracks around the world. Adding interest are comments from men who designed, built, maintained and raced the bikes.

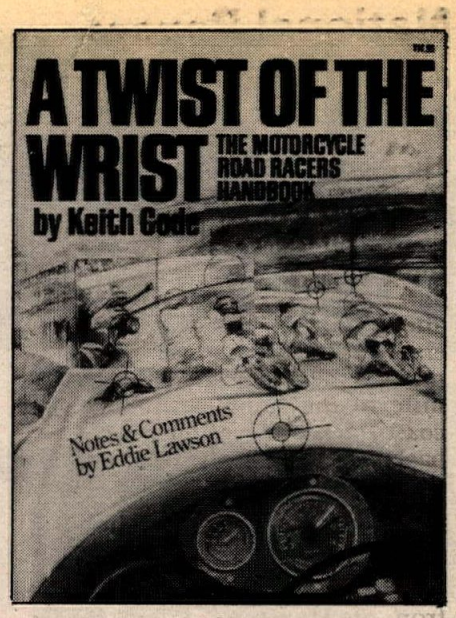
Over 200 photographs complement Battersby's words, with the most interesting being pics of the innards of such bikes as the 1957 RK67 and its 14-speed gearbox that was less than 8-inches wide! Several chapters cover the development of the present 500cc GP racers that Battersby calls "Suzuki's rockets."

Battersby, who joined Heron Suzuki's service department in England in 1976, has scored with his first-ever full length book.

While most dust jacket blurbs are mere hype, the following from Team Suzuki's dust jacket accurately sums up the book: "Team Suzuki is not just the most detailed road racing motorcycle technical history yet published but is a human story too. Designers, managers, mechanics all have their say notwithstanding the huge amount of rider anecdote also available . . . Indulge in some of the world's most exciting and successful road racing motorcycles."

A Twist of the Wrist
By Keith Code
Published by Acrobat Books
Soft cover, 142 pages
$15.95 including postage
Acrobat Books, P.O. Box 480820, Los Angeles, CA 90048

In the sixties, when I was first trying my hand at club road racing, I asked Gary Nixon, one of the greatest road racers of all time, to give me some pointers.



"Get on the gas as hard as you can, brake as hard as you can, and get back on the gas as hard as you can. That's all there is to it," said Nixon, dismissing me. Years later, I approached Nixon and asked him to work with me in writing a series of articles along the "how to" line of instruction. He shrugged and said, "I thought I told you all about that years ago. There's nothing to write about. You just do it."

While that approach might have worked for Gary Nixon, it didn't work for me and I soon returned to spectating. If Keith Code's *A Twist of the Wrist* had been available in the sixties, I might still be road racing.

Code's approach is a thinking man's approach, and Code makes *you* think. A graduate of Code's California Superbike School, Team Kawasaki's Wayne Rainey says in the book's foreword, "Keith made me think *before* we got to the track, *while* I was on the track, and *after* I got off the bike. I don't know if everyone can get into the winner's circle as fast as I did, but I know now that being able to think about your riding is important. Get that part done first." And that's where Code's book comes in. Not everyone can attend Code's classroom/race track school, but anyone who road races or is contemplating road racing, should read this book. (You're excused, Kenny Roberts!)

Dozens of illustrations and photos accompany Code's text, and comments (printed in the margins) by Superbike champ Eddie Lawson add interest to the book.

The book's subtitle is *The Motorcycle Road Racers Handbook*. That last work could have just as easily been "brainbook."

Jack Mangus

Next week

Ascot TT Coverage

National Papers

(Continued from page 7)

Terry Poovey, who won the recent Houston short track, is also entered to try and make it two in a row in the new added event.

The San Jose experiment of having a short track on Saturday night and the mile right back on Sunday afternoon will bear watching. Several years ago San Jose would run miles in the spring and fall and a half mile in the summer. But no west coast track has ever hosted back-to-back Nationals on the same weekend at the same location, such as they do in Houston and used to do in Indianapolis.

Steve Eklund appears to be on one of his "Up" years and will be fresh from his Houston TT win. He finished fourth last year at Ascot. He'll be tough to beat in this one. Steve is now the all time TT winner with eight to his credit, including the 1979 Ascot jumper.

In talking with Honda's Steve Wise at Daytona about the coming Ascot TT, he stated that it was 50-50 as to whether he would ride or not. He found out last year that Ascot was not Houston and therefore his MX style and set-up was not as effective on the longer, faster track. He said that there was no way he would attempt it again on the MX bike but would consider it on one of the newer Honda models like Terry Poovey and Mike Kidd will be riding. Same for Mickey Fay, the rider that should be about ready to bang one across the line in first about Ascot time.

Poovey is perhaps the hottest rider at this time. His twin efforts at Houston and his three-in-a-row short track wins at Daytona will find him a threat in both Ascots and the short track at San Jose.

The night mile at Sacramento started in '79 and has produced a different winner each time. Mike Kidd, Hank Scott, Jorgensen and Springsteen are the former front runners and all are entered for the night of the 16th. Picking a mile winner gets rougher each year, but Springsteen is now the all time winner in this category with 12, including his at-the-wire-win in the capital city in '82.

The mile at San Jose has come up with three different winners the last three times out. Steve Morehead borrowed a bike from Ricky Graham a year ago and won the race. Like Springsteen, Morehead is a former number one miler for the year but will have trouble getting that lucky two times in a row.

The Ascot half mile should belong to Randy Goss, since he's won three of the last four held at the Gardena oval. When Goss is on at Ascot he cannot be beaten. In the spring event a year ago he was not on and was shoved back to a distant seventh. But did he make up for it in the curtain closer last fall!

Scotty Parker won his first major half mile at Ascot last spring. The fence-buster from Michigan will be back and hard to beat, but watch Goss in the early time trials and the heat race for the best indication of things to come in the 20-lap final.

Honda is supposed to have something brand new for the miles this year and they have a raft of V-twins in the line for '83. But they had nothing at Florida for the dirt series, which means they will be testing on the miles in National competition once again.

Perhaps they will show up for the five Friday night Ascot non-National half miles that run most of the Friday nights while the series is on the coast.

Roxy Rockwood

THE HUSQVARNA WR- IT'S FOR WINNING RACES.

With a record setting 13 consecutive National Enduro Titles and this season's first three event victories at Quicksilver, Sandlapper and Bonner Creek, Husqvarna is maintaining high interest in Enduros; keeping everyone guessing who'll finish second behind them. For this season, as in 13 seasons past, it takes more than money, speed or talent to win an Enduro; it takes a Husqvarna.

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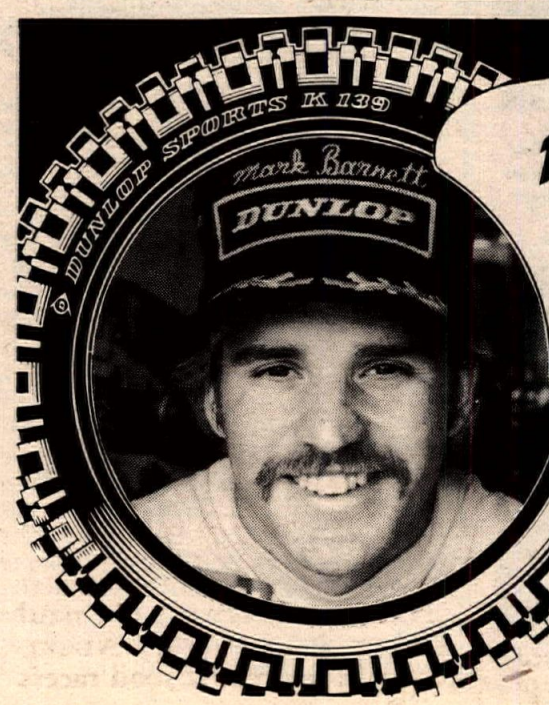

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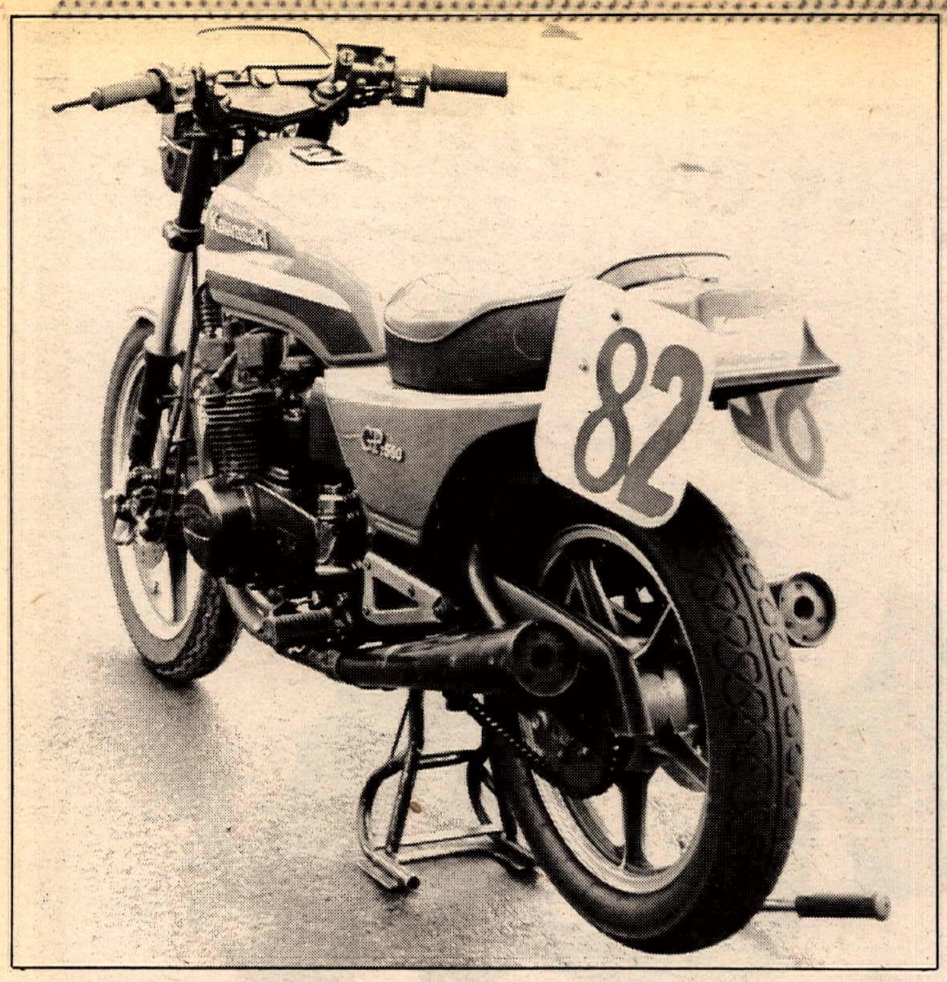
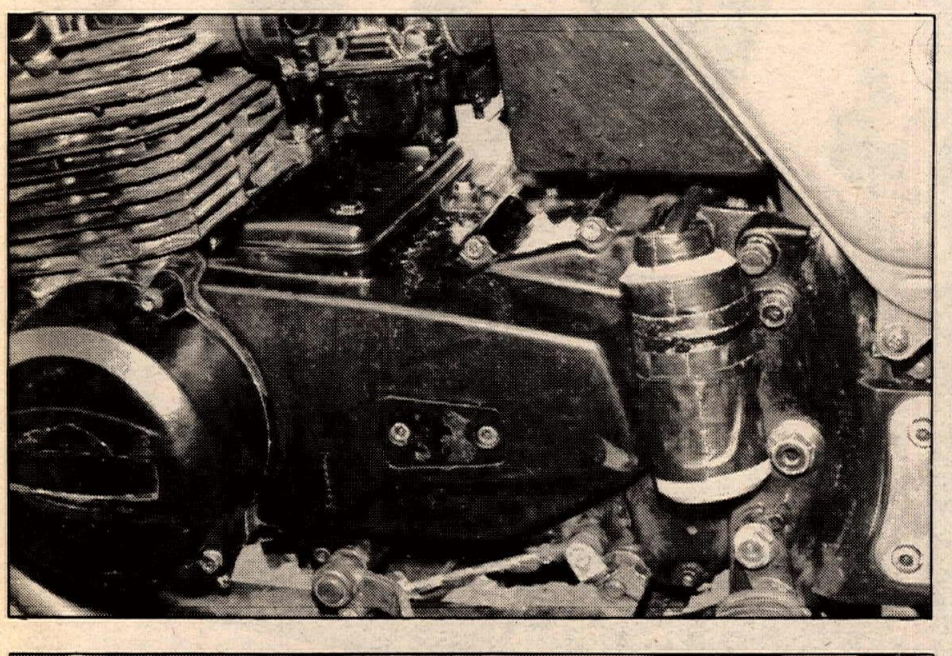
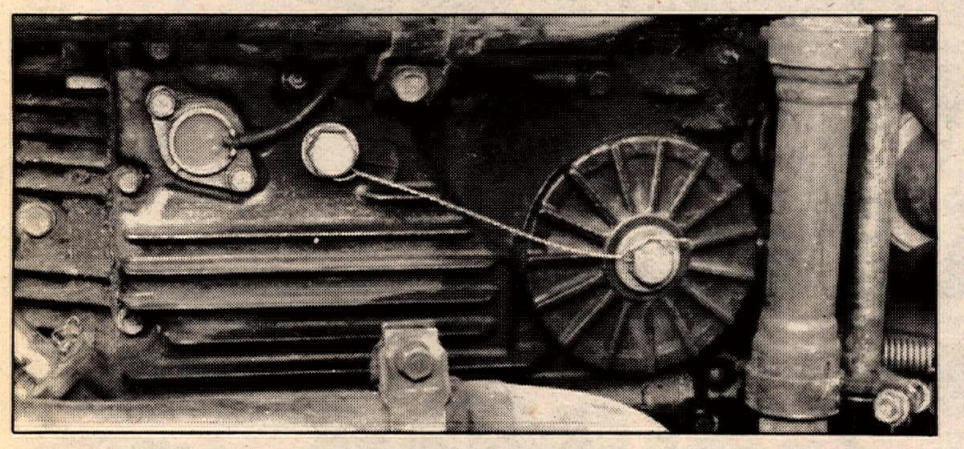
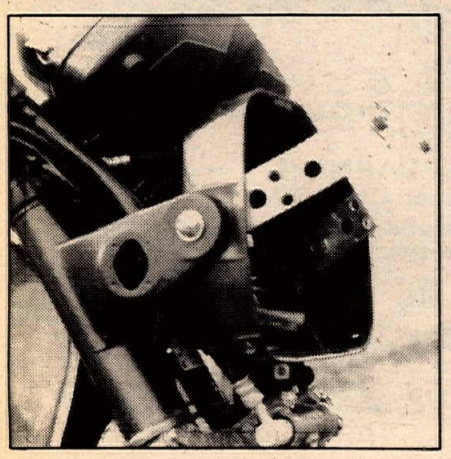
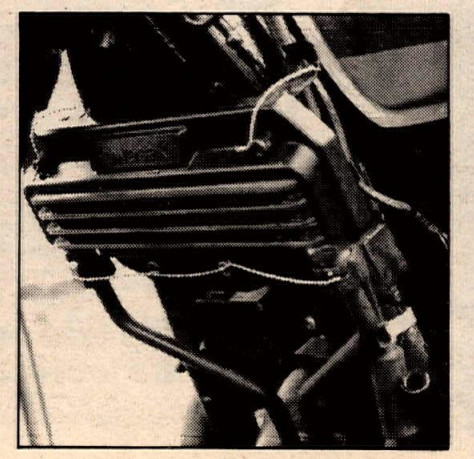






(Top) Author's GPz is ready to go. (Middle) Catch bottle mounts at the rear of the engine. Carb overflow tubes can also be routed there. (Above) Safety-wire bolts to other bolts. (Below left) Front number plate bracket. (Below right) All oil fittings should be safety-wired.





Amateur road racing primer

First, you pass tech

By Russ Cazier

So you've decided to put that hot street scooter on the track and enter the exclusive Society of Knee Draggers. Good for you! Before you can race, however, your motorcycle must pass a technical inspection, and this article will tell you how to prepare for it.

It is worthwhile to understand what is and what is not accomplished by technical inspectors at amateur road races.

Tech inspectors *are* trying to insure that your motorcycle is not going to endanger other riders by littering the track with spilled oil and dropped parts. They are *not* concerned with whether the machine is competitive or even if it meets class specifications. For all the tech inspectors care, you could enter a Yamaha TZ750 in 450cc Production, just so it meets the club's safety requirements. You could, of course, expect formal and vigorous protest from anyone who finishes behind you in 450cc Production.

The first step is to join the nearest road racing club and get a rulebook. Next, in addition to the usual assortment of hand tools, you will need the following parts and equipment on hand:

— Engine oil, sufficient for a change. Filter too, if required.
— Safety wire. No substitutes, please; get a roll of stainless steel safety wire at a parts store.
— Quarter-inch drill and two or three bits, size 1/16th-inch.
— Five feet of 1/8th by 1¼-inch aluminum strap.*
— Eight-ounce can or plastic bottle.*
— Three plastic number plates, 10 by 12-inch.
— Six quarter-inch (6mm) bolts, nuts and one-inch (25mm) washers.*
— Two metal tire valve caps.
* — See text.

Organization helps. Get a box, label it and put every nut, bolt, washer and part into it that you take off the bike. You will be very glad you did.

Drain the engine oil and do the safety wiring. You will need to drill and safety-wire the oil-fill plug, the oil-drain plug, and any nuts or bolts that secure the oil filter. If your bike has an external oil cooler, all its mounting bolts and connections should be safety-wired. As you can surmise, racers do not like oil on the track and the idea is to safety-wire any fastener that will spill slippery fluids if it comes loose. Newer bikes have an automotive-type oil pan, secured by numerous small bolts around its perimeter. You are not required to safety-wire these bolts, on the premise that several would have to come loose to spill any oil, but check them periodically for tightness.

Assemble everything that you are going to drill and have at it, drilling nuts and bolt heads across a corner as shown in the photo. Allen-head bolts are easy to drill; slotted or phillips are tough, and in the unlikely event that your bike has any screws that must be safety-wired, you should replace them with allen-head or regular hex-head bolts.

Reassemble everything and wire these items in such a manner that they cannot turn and loosen. The photos should help, and remember that you can often anchor the safety wire by attaching it to another nut to be wired, such as the oil-drain plug and the oil-filter bolt head.

If your bike has a chain and the chain has a master link, the little fish clip should be safety-wired. Also, any fuel-line connections that don't have a positive clamp should be secured by twisting a loop of safety wire.

The artistic safety-wiring you see on professional race machines is done with a special tool that costs around $50, but careful work done with a pair of pliers will give more than adequate results.

Remove the turn signals.

Fabricate the front number-plate bracket. This is aluminum strap bent into a square-U shape and is mounted on the bolts securing the headlight bucket. The glass part of the headlight should be removed for racing.

The bracket may have to go inside the headlight bucket if your bike has a fairing; normally it is attached on the outside of the bucket to the main mounting bolts. Use two quarter-inch bolts with one-inch flat washers to attach the number plate to the bracket. Smaller washers can pull through the plastic.

The side plates are mounted toward the rear of the bike and must be fully visible with the rider on the bike. If you can mount the plates directly on the bike to existing holes, say the passenger grab rail mounts or the turn signal mounts, great. If not, make brackets from aluminum strap. For later resale purposes, avoid drilling any new holes in the bodywork.

The front fork drain plugs need only be covered by duct tape, but make sure they are properly tightened before you tape over them.

Most clubs require covered foot pedals, which usually means covering the brake pedal. A segment of bicycle inner tube works well, though most racers just wrap the end of the pedal with duct tape.

It is common to cover most of the non-essential glass in the "dash" with duct tape, to avoid scattering glass in a crash. I especially recommend taping over the speedometer, because of the temptation to look at it for a clue to entry speed into the corners. Purists can remove the inner cable of the speedometer drive — there must a hundredth of a horsepower being wasted there. Also, when it's time to sell the motorcycle, you can point to the odometer and truthfully say, "Not one of those miles was on a race track," when your prospective purchaser asks about the safety wire and the ground-down footpegs.

If it's not too much of a hassle, remove the tail/brakelight assembly, or cover the lens with duct tape. And cover it well, or disconnect the brakelight. There is no point in letting the competition know exactly when you are on the brakes.

Remove the rear-view mirrors. It's a nice touch to have little rubber plugs to put in the holes where they mount.

Tires. Passing tech only requires that the bike have "safe" tires, but because tires are so critical to performance, we will say a few words on the subject. Using stock tires in nearly-new condition is all right for a race or two, but you should soon spring for some high-performance, soft-compound tires. These tires should not be used very much on the street. The rear tire, especially, will develop a flat spot in the middle of the tire during street use, and many a problem of high-speed wobbles and abrupt transition to lean has been cured by a new rear tire or one that has very few street miles.

OK. The digression on tires is ended; back to getting through tech.

High, wide handlebars are not the hot set-up on a road race track, and Production class rules allow any handlebars you wish, so long as they use the stock mountings. If you change handlebars, you need to check clearance. Turn them as far as they will go to the left and right and check that there is at least one inch of clearance between any part of the bars and the gas tank on both sides. If not, adjust the handlebars until there is. If that does not solve the problem, or adjusting the bars to provide clearance pulls your arms into the cruiser mode, you might try building up the stops to limit maximum turn angle, but changing the bars (again) is probably a better idea.

Check your club rulebook on this, but you will probably have to mount a catch bottle for the crankcase vent. On modern motorcycles the crankcase usually vents into the airbox, and the bottom of the airbox has a drain. A small (eight-ounce) can or plastic bottle can be attached with a large radiator clamp or two to the frame at the lower rear of the engine and the drain tube run into it. For tidiness, you can run the carburetor overflow tubes into the catch bottle too.

The catch bottle is supposed to be drained before every race, but don't be surprised if you never find any oil in it. I suspect this device is a holdover from the days of the big racing singles and is retained to look racy.

The throttle must snap closed when opened and released, so check that. If not, lube and adjust it until it does.

Lube the chain, then remove the centerstand. This is never easy and usually involves loosening or removing the exhaust system on one side. Both stands must be removed for racing, but I usually leave the sidestand on until just before tech.

A necessity at the track is a sturdy stand that allows for working on the bike, to include lubing the chain. A nifty solution is to hook up the stock centerstand temporarily by pushing undersize bolts through the mounting brackets, but this won't work on all bikes. The ubiquitous milk crate is a common solution, or you can buy a special stand.

Finally, tech inspectors will look over the entire bike to see that everything is in good shape and properly adjusted. You should do the same, starting at the front and checking every fastener and adjustment all the way to the rear of the bike. Don't forget wheel spokes, if your bike is so equipped; tech inspectors will check them.

We hope this information will save you the last minute panic on race day of trying to get an unprepared bike through tech when you should be cleaning your faceshield and thinking calm thoughts. Fast is smooth, smooth is fast. ●

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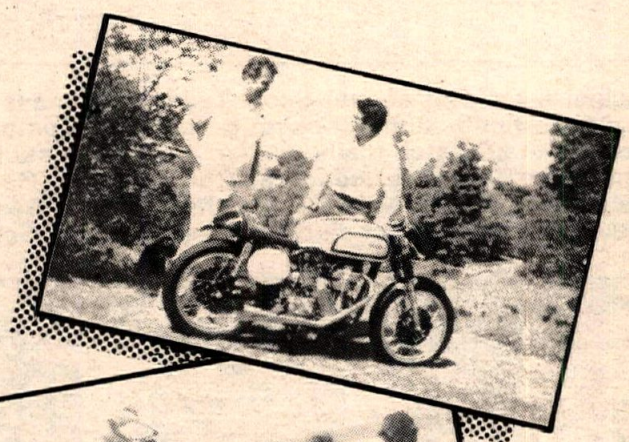

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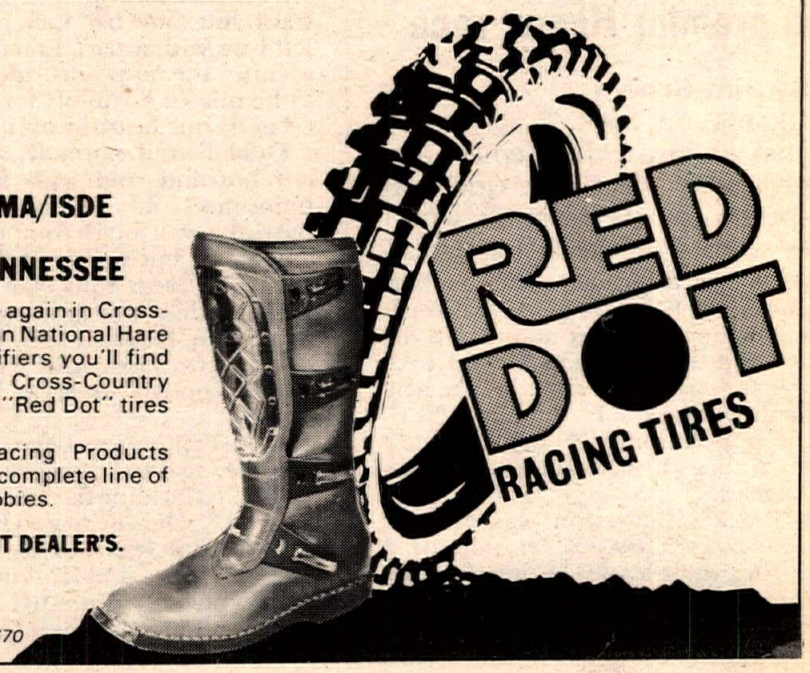

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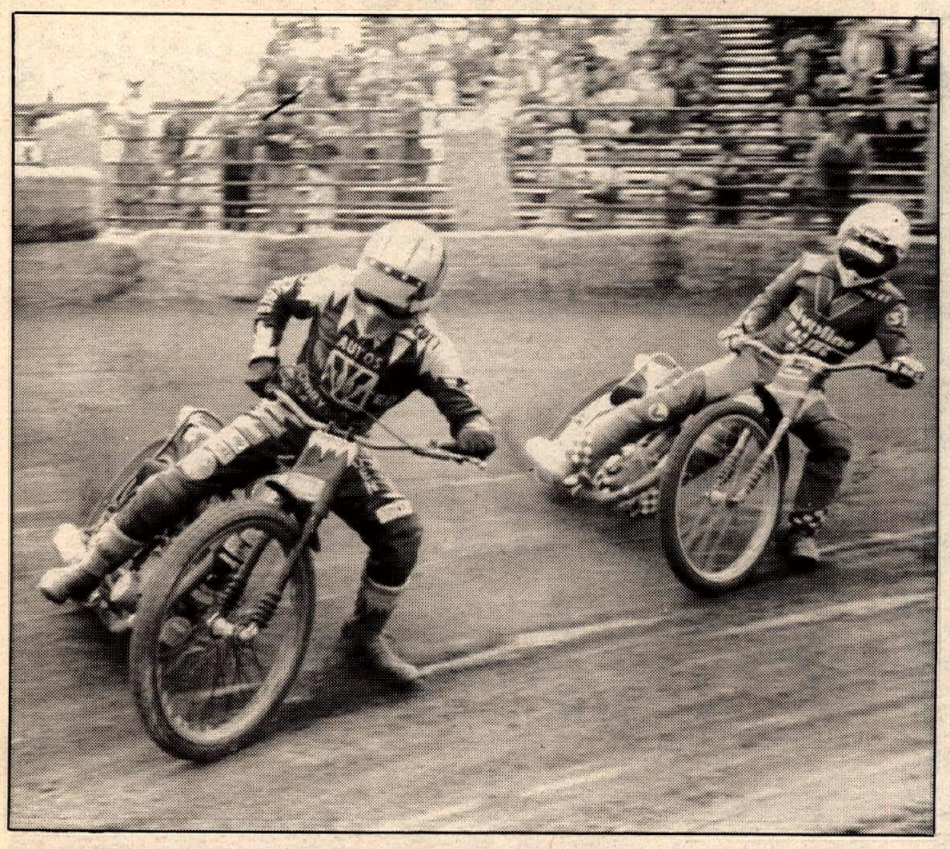
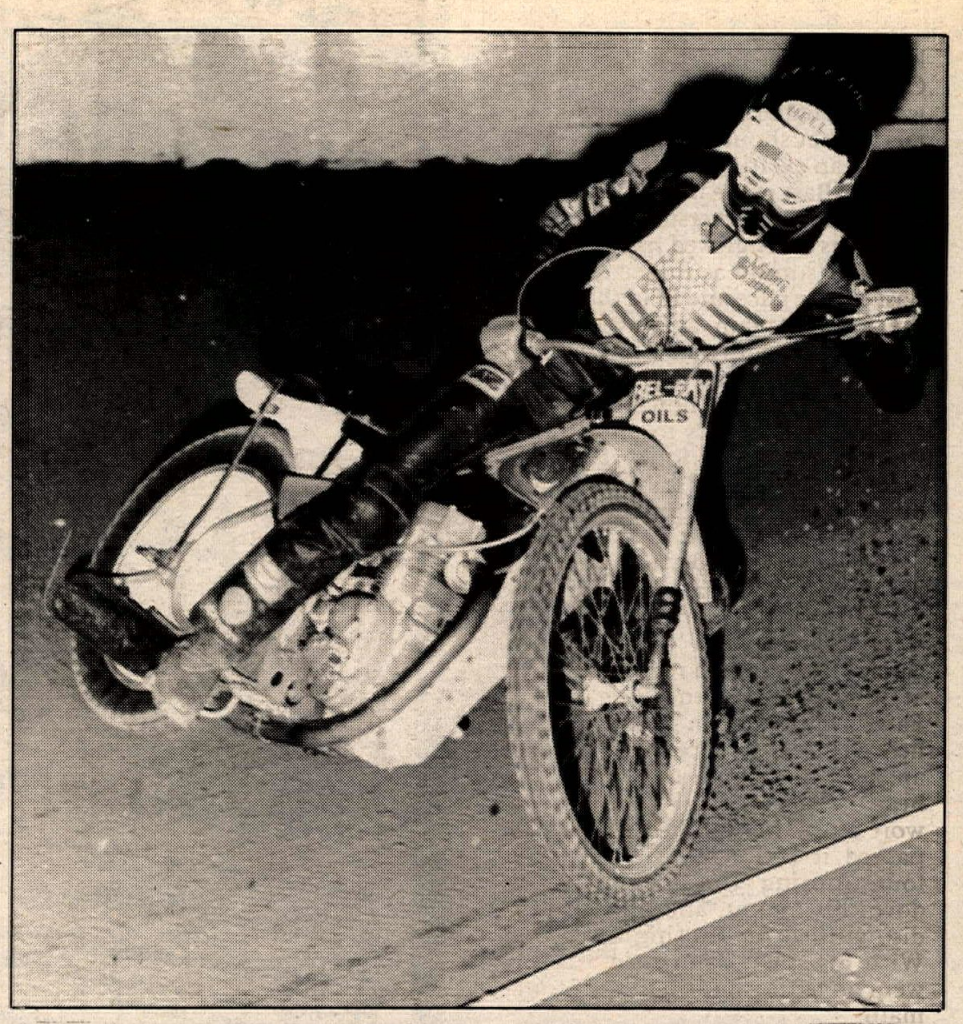
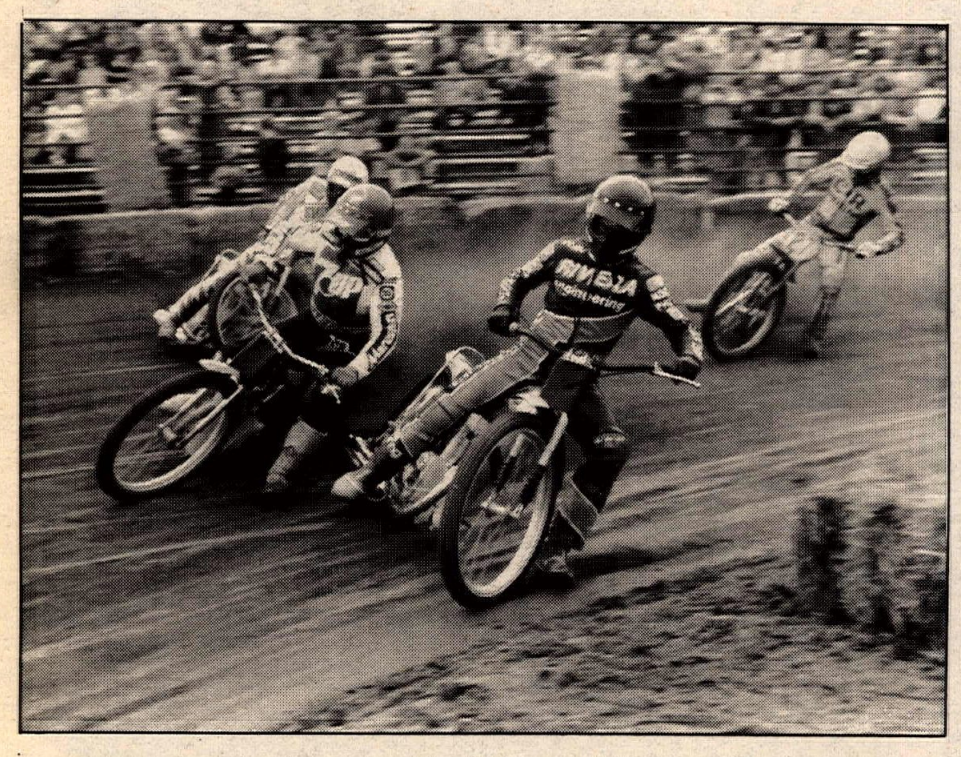
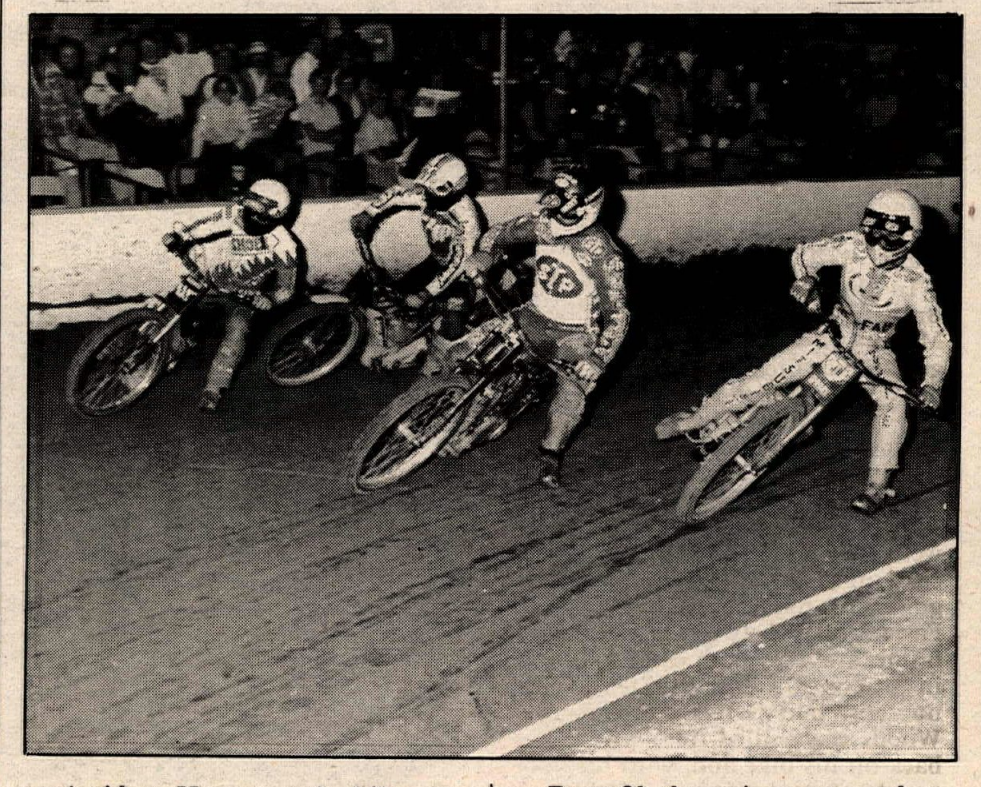




(Clockwise starting above) Scott Talkington stays in front of Robert Pfetzing at Hemet. John Cook rode well at the Costa Mesa opener, but a miscue in the Scratch main put him in third. Costa Mesa Scratch main winner Mike Bast goes under Alan Christian, with Gene Woods and Mike Faria on the outside. Mike Curoso, here leading Gene Woods, scored a perfect 15 at Hemet, but didn't fare as well in the Scratch main.





Ermolenko tastes victory in premier Hemet race

By Jim Brown

HEMET, CA, MAR. 20

Just where are the Hemet Fairgrounds? This is a question speedway fans probably won't be asking again as local residents and dedicated speedway fans put Hemet Fairgrounds on the speedway racing map last month. To the amazement of promoters and speedway fans alike, the crowd at the new facility was equal to almost 10% of the population of Hemet, a small town about 50 miles southeast of Los Angeles.

Track preparation was of such quality, very few problems occurred during the event. The weatherman threatened rain, but with fans and racers crossing their fingers and holding their breath, the first event fired off right on time.

Kelly Moran sweep the first event for the first three points on the new track, but some bad luck in event 11 left him with a zero. Later on in the evening the no-points ride cost him, as he missed a run-off for the main event by one heart-breaking point.

Dubb Ferrell, normally consistent, ran hot and cold with two three-point races and the rest zero's. Mike Bast, always a tough competitor, had a bad day, but still racked up eight points. In event 8 his bike was more anxious than the tapes which cost him a zero. He came back to form in his last two races with wins, but it wasn't enough to boost his point total.

Scott Talkington, referred to as the "rookie," gained respect with a very steady, hard-riding day. His big surge in event 3, when he passed Bast, was a surprise. Bast regained his front position, however, and Talkington finished with one point. After coming to the meeting as a rookie, and being listed as a reserve, going home with eight points certainly made Talkington's ride to Hemet worthwhile.

Mike Faria only missed a perfect score by two points, but in the main event, shared some bad luck and ended up in third place. Mike Curoso came out of a slump and captured a perfect score of 15 points. After five very smooth rides and winning the most points, the main event left him in fourth place.

Coming into the main event, it was Curoso first, Faria second, and the third and fourth positions requiring a run-off between Gene Woods, Sam Ermolenko and Steve Lucero, all holding 10 points. Lucero had steady rides, with two wins, but his last ride gained no points. Lucero plucked the win out of Wood's hand when he launched past him in event 8 right as the checkered flag was coming down. Ermolenko's mount slid out from under him in his first ride, but he came back with two wins in his second and last rides. In their run-off, Woods did a "donut" coming out of turn one, leaving Lucero to win with Ermolenko close behind.

Event 21, the main event, was bagged by Sam Ermolenko. Although he had won Handicap mains before, it was his first taste after two and a half years in speedway, of the sweetness of a main event victory.

Results

FINAL POINTS: 1. Mike Curoso (15); 2. Mike Faria (13); 3. (TIE) Gene Woods/Sam Ermolenko/Steve Lucero (10); 4. Kelly Moran (9); 5. (TIE) Mike Bast/Scott Tarkington (8); 6. Tom Burba (7); 7. (TIE) Dubb Ferrell/Robert Pfetzing (6); 8. Jim Lawson (5); 9. John Foster (4); 10. (TIE) Dennis Briggs/Denny Scopellite (3); 11. Dave DeTemple (2); 12. Dennis Bransford (1); 13. Mark Dwyer (0).

MAIN: 1. Sam Ermolenko; 2. Mike Faria; 3. Mike Curoso.

Bast nails down Costa Mesa opener

By Jim Brown

COSTA MESA, CA, APR. 1

It was no April Fool's Day joke to the many people that were turned away from the ticket booths at the Orange County Fairgrounds Friday night. Those

lucky enough to get tickets for the Costa Mesa speedway season opener were treated to some fast and furious racing that should be a good indication of an exciting '83 racing season.

Mike Bast made his sponsors, Justice Bros. and Riverside Mitsubishi, happy as he engraved his name into everyone's mind as the man to beat. Bast set the pace and held the lead in the Scratch main as Steve Lucero, John Cook and Alan Christian followed. The Scratch main wasn't the only exciting race, however, as each rider seemed hungry to start his season off in winning form. The skills displayed by some of the riders hinted of several hours of practice during the winter off-season.

Lucero didn't have any success in his Handicap heat, but won his Scratch heat and placed second in the semi-final and the Scratch main. Cook, who will be a regular this year at Costa Mesa, was knocking on Mike Faria's back door in their Handicap heat for second place. He came back and won his Handicap semi, Scratch heat and Scratch semi-final. His luck wore off in the Handicap main as he parked it between turns three and four, causing Jim Lawson to lay down his mount, and himself to be disqualified for causing a red flag. With his spirit dampened a bit, he went on to finish third in the Scratch main.

Christian had some rough riding Friday night. His win over Sandona in the Handicap semi came from a last-minute lunge. In the Handicap semi he had to lay it down behind a fallen Sandona, and had to do the same thing behind Pfetzing in the Handicap main. He ended up fourth in both the Handicap and Scratch main.

In the Handicap semi, Dennis Bransford took first after Shawn McConnell was disqualified, having gone inside the pole. Bransford went on to win the Handicap main which had to be restarted twice because of downed riders.

The Scratch consolation turned out to be a thrilling event. On the start, Gene Woods and Mike Faria went into turn one side by side; so close in fact, that Woods somehow got his left foot tangled in the rear of Faria's bike, between the tire and frame, and they both came to a stop in turn one. After several tense minutes with bolt cutters and hacksaws, Woods was pulled free. Woods got back on his bike and, with his boot taped on, went off to win the race.

Second Division heat wins by Tom Conrad, Phil Harmatuik, and Alan Davidson started the show back up after intermission. Conrad went on to win the Second Division main.

The Third Division has its own problems with crashes, including the loose bike of Rick Bloomgren doing "endoes" in turn three after careening off the wall. A cornerman from the Hi-Siders club, Jimmy Anderson was nailed by a bike in turn four, while going out to assist a couple of riders down on the track. He was shaken up but was seen later, walking around the track area smiling.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Steve Lucero; 3. John Cook; 4. Alan Christian.

HANDICAP MAIN: 1. Dennis Bransford; 2. Jim Lawson; 3. Mike Faria; 4. Alan Christian; 5. John Cook; 6. Robert Pfetzing.

SECOND DIV MAIN: 1. Tom Conrad; 2. Greg Ayers; 3. Ed Castro; 4. Mark Weaver; 5. Phil Marmatuick; 6. Alan Davidson.

THIRD DIV MAIN: 1. Ron Williams; 2. Tom Walton; 3. Rick Vanderham; 4. Mike Dwyer; 5. Joel Windham; 6. Mark Rotondo.

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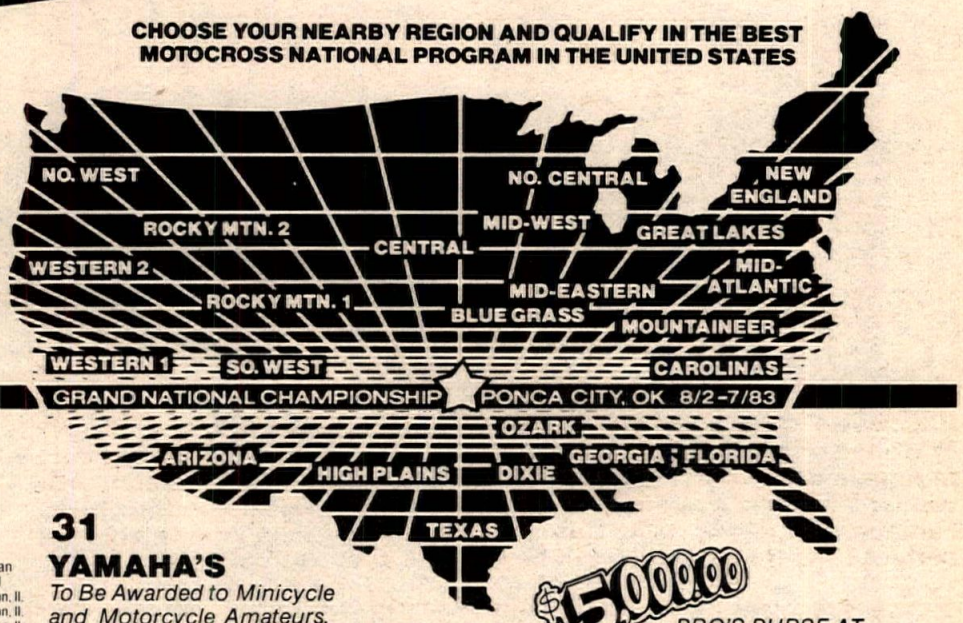

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Kawasaki pilot Bader Manneh (3) leads the Mini Expert class over Kyle Lewis (77E), Yamaha's Bobby Moore (Z3) and Larry Brooks (L5), Suzuki.

Brooks, Denis, Storer take classes at CMC GSS final

By Tom Corley
ORANGE, CA, MAR. 20

The rain-postponed final Sportsman event of the Continental Motosports Club's Golden State Series at Saddleback Park came off on the back track with over 400 riders trying for series points and, hopefully, to win one of the many prizes, which included seven Pro-Am Trailers.

R&D Racing Engines/U.S. Suzuki rider Larry Brooks wrapped up the 80cc Expert title with five wins in the seven-race series. Most of the other posititons were clinched by the Kawasaki riders of Team Green. Brooks had 138 points which defeated "Wild Willie" Surratt, who had a very competitive 108 points aboard his Kawasaki. Bobby Moore was the fastest rider to throttle a Yamaha and scored 93 points for third place. Bader Manneh tied with fellow Kawasakian Scott "Lizard" Brown points-wise, both having 72, but the CMC checked finishes and gave fourth place to Manneh.

When the gate dropped for the first moto of 80cc Expert racing it was Scott Brown all the way. Brown hooked the holeshot and never let the lead slip away. Throughout the events there was alot of back and forth passing for first place but not in this moto. Heading the rest of the pack was Mike Healey (Hon), Kyle Lewis and Larry Brooks. Brooks caught up to Lewis when they came to a small jump and made the pass for third place. Brooks started working on Healey and found him vulnerable on a sweeper, which put Brooks into the runner-up spot. That was as far as he could get, because Brown was out of sight. It was Brown, Brooks, Healey, Moore and Lewis at the finish. Surratt got a little too wild and was slung over the bars while going after Moore.

Kawasaki pilot Bader Manneh didn't let a broken left wrist stop him as he took the second moto holeshot and was uncontested, just like Brown was in the opening moto. Brown went down and placed 10th. Brooks had his quota of bad luck, and, after taking fourth at the start, he bailed on a downhill corner and tweaked his bars. Larry was getting it back together, but as he started out Moore was hauling by and the two collided. Moore dropped back to sixth. Surratt had second place wired with Brooks working up to third place ahead of Lewis and Hicks. Overall for the final race it was Brooks, Manneh, Surratt, Lewis and Moore.

John Davis was just an innocent bystander when a bike ran into him before his race. He walked it off and went out and won the 125cc Junior division one class on an HPS Kawasaki. In the first moto Brandon Schneider took the lead over Davis and Dale Himmelreich. In the final round Davis edged out Schneider and Aaron Pipes. Overall it was Davis, Schneider, Pipes, Himmelreich and Wolfe.

There was a second division of 125cc Junior riders and Travis Roberson was the winner. Roberson took the first moto over Mike Gilmartin and Joseph Crouch.

In the final moto Crouch had the holeshot, but Dave Hawkins took the lead away. Gilmartin was after Hawkins and tried to pass him on an uphill, but it didn't work. Gilmartin's Honda flipped. Crouch moved up to second followed by Roberson.

A 1-3 tally earned Roberson first place overall with Crouch, Gilmartin and Hawkins placing next.

It was a Kawasaki affair in 125cc Intermediate racing with Sam Storer taking the first division and Paul Denis running away with the second

division. Mark Toyama came close to beating Storer and did in the first moto. Toyama's 1-2 gave him second overall. Denis was followed by fellow ex-Mini Expert Danny Storbeck.

Perhaps the best rivalry of the day was seen in the Old Timer Junior class as both Richard Bealer and Howard Davis were battling for the championship. They were within one point of each other and the win was crucial. Davis took the first moto over Bealer.

It boiled down to the final moto. Bealer, the "Old Man," passed Davis with a few corners to go. A rider in the Veteran class made it difficult for Davis to get around him and Bealer headed for the checkered flag. With the finish stretch Davis went for broke and gassed it. He almost tagged Belaer, but not quite, and unfortunately, he flipped his Suzuki on the finish line. It was Bealer, Davis and Salisbury overall.

The Sidecar race added something to the regular line-up. The final moto saw a four car pile-up, which was about a third of the class. Everyone got underway with Pete Whitney and Perry Melillo taking the win. Overall the team of Tom and Scott Whitney took the top honors over Pete and Melillo. Phillip and Pete Palfreyman placed third. About half the field of riders were made up by Whitney and Palfreyman families. To identify them you were much safer just to use their car number.

Results

60 0-8: 1. Greg Wine (Yam); 2. Robby Pascarella (Kaw); 3. Jesse James (Kaw); 4. John Shaver (Kaw).

60 JR 9-11: 1. Eric Alstrin (Kaw); 2. Dustin Evans (Hon); 3. Brandon Sperling (Kaw).

60 INT 9-11: 1. Steven Kotajarvi (Kaw); 2. Nicky Pounds (Kaw); 3. Mike Pascarella (Kaw); 4. Shawn Bates (Kaw); 5. Buddy Antunez (Kaw).

80 JR STK 12-16: 1. Joey Mendoza (Kaw); 2. Steve Kendall (Suz); 3. Tim Galceran (Kaw); 4. Ward Bassett (Yam); 5. Craig Miller (Suz).

80 INT STK 12-16: 1. Steve Skibel (Suz); 2. Terry Szucsko (Kaw); 3. Derek Nye (Yam); 4. Lance Smith (Suz); 5. Bryan Nelson (Kaw).

80 INT STK 9-11: 1. Mike Pascarella (Suz); 2. Ronnie Densford (Hon); 3. Nicky Pounds (Suz); 4. Steve Kotajarvi (Kaw); 5. Bubba Erickson (Yam).

80 EX: 1. Larry Brooks (Suz); 2. Bader Manneh (Kaw); 3. William Surratt (Kaw); 4. Kyle Lewis (Kaw); 5. Bobby Moore (Yam).

80 JR MOD 9-11: 1. Sean Blanchard (Yam); 2. Todd Pipes (Hon); 3. Doug Huston (Yam); 4. Jason Collier (Hon).

80 JR MOD 12-16: 1. Mike Kiedrowski (Kaw); 2. Joey Mendoza (Kaw); 3. Colin Karcher (Kaw); 4. Jeff Mabery (Kaw); 5. Steve Kendall (Suz).

80 INT MOD 9-11: 1. Rodney Hamilton (Suz); 2. Mike Pascarella (Suz); 3. Ronnie Densford (Hon); 4. Jimmy Clay (Kaw).

80 INT MOD 12-16: 1. Lance Smith (Suz). 2. Terry Szucsko (Kaw).

80 JR STK 9-11: 1. Sean Blanchard (Yam).

125 JR DIV 1: 1. John Davis (Kaw); 2. Brandon Schneider (Suz); 3. Aaron Pipes (Hon); 4. Dale Himmelreich (Suz); 5. Warren Wolfe (Hon).

125 JR DIV 2: 1. Travis Roberson (Kaw); 2. Joseph Crouch (Suz); 3. Mike Gilmartin (Hon); 4. Doug Hawkins (Kaw); 5. Phil Butler (Kaw).

125 INT DIV 1: 1. Sam Storer (Kaw); 2. Mark Toyama (Yam); 3. Kim Douglass (Kaw); 4. Garry Garant (Hon); 5. Mercedes Gonzalez (Yam).

125 INT DIV 2: 1. Paul Denis (Kaw); 2. Danny Storbeck (Yam); 3. Kenny Clifton (Suz); 4. Richard Fleming (Yam); 5. Kurt Henricksen (Yam).

125 PRO: 1. Tracy Meeks (Kaw); 2. Rick Maki (Yam); 3. Taylor Marcell (Kaw); 4. Mike Beier (Yam); 5. Jim Brodie (Hon).

250 JR: 1. Dave Moore (Yam); 2. Ron Economu (Yam); 3. Duane Quale (Yam); 4. Mark Davenport (Hon); 5. Scott Yenzer (Hon).

250 INT DIV 1: 1. Don Sievertson (Hon); 2. Randy Minter (Yam); 3. Joe Rincon (Kaw); 4. Thomas MacFarlane (Yam); 5. Jeff Scott (Hon).

250 INT DIV 2: 1. Curt Jaimet (Hon); 2. Luc Deley (Suz); 3. Jeff Clark (Suz); 4. Bill Scott (Yam); 5. Dean Welsh (Hon).

250 PRO: 1. Ron Turner (KTM); 2. Vince McMahon (Yam); 3. Russ Davidson (Hon); 4. Bill Keefe (Mai); 5. Tony Gomez (Suz).

500 JR: 1. Aarin Lundquist (Hon); 2. Scott Yenzer (Hon); 3. Kayo Knight (Suz); 4. Mel Brown (Hon); 5. Bill Connelly (Yam).

500 INT: 1. Randy Knox (Yam); 2. Art Gersjes (Hon); 3. Doug Taft (Yam); 4. Alex Stra (Yam); 5. Jeff Long (Hon).

500 PRO: 1. Scott Johnson (Yam); 2. John Anderson (Hon); 3. Steve Rhyan (Hon).

OT JR: 1. Richard Bealer (Yam); 2. Howard Davis (Suz); 3. Mike Salisbury (Hon); 4. Paul Burton (Suz); 5. Carl Ellert (Mai).

VET JR: 1. Ken Feulner (Mai); 2. Jerry Thayer (Hon); 3. Jim Hanenberg (Hon); 4. Dennis Holladay (Hon); 5. Terry Pratt (Yam).

VET INT: 1. Jack McCormick (Hon); 2. John Cook (Mai); 3. Russ Fay (Yam); 4. John Tartaglia (Mai); 5. Milton Muller (Mai).

VET MASTER: 1. Randy Rodriguez (KTM); 2. Cha-

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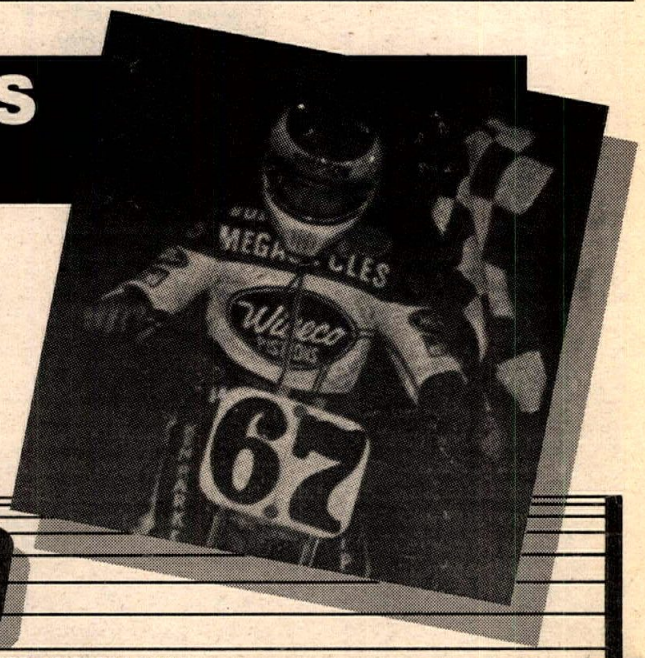

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Western hotline

(Above) We don't know who this rider is. He's probably glad. (Below) Anthony Gorin took first and second Barona Mini wins in the same day.

CMC Carlsbad MX to Maloney

By Kenneth Stein

CARLSBAD, CA, MAR. 27

Three weeks prior to today's race at Carlsbad, 250cc Pro rider Bryan Maloney (Hon) underwent surgery for the removal of his tonsils. The competition never recovered.

The operation solved a breathing difficulty that has hampered Maloney's riding for much of the early season. After leading the first two laps, Maloney was passed by Don Turk (Hon), and Scott Sargent (Suz) got by on the third. Instead of fading, out of breath as before, Maloney put pressure on the leaders. He caught Sargent and began whittling away on Turk's sizeable lead. By the middle laps the two Hondas were inseparable, but Maloney finally pulled ahead. Trying to stay close, Turk missed the line and bounced off the fence, losing his momentum. Maloney won by a large margin, with Vince Pablano (Hon) finishing third.

A more determined Turk pulled the holeshot in the second moto and it lasted three laps. He passed Turk in mid-air over the jump after turn one and, within two laps, placed nine seconds worth of Carlsbad carpet between them. Turk held a solid second until the 11th lap, when, hampered by a blowout, he was overtaken first by Woody Carlson (Yam) and then Pablano.

In the 125cc Pro class, Doug Dubach (Suz) started the first moto in fourth. Dubach first caught Mark Denning (Yam), then Roger Hayes (Suz), and he finally took and held the lead from Mike Fisher (Yam).

Hayes took the holeshot in the second moto, followed by Fisher and Dubach. Fisher's rear tire went flat, and Dubach caught Hayes on the third lap. Things looked cozy for Dubach until the fifth lap, when he realized he was losing his clutch. He had to paddle his way up the steep hill, and slipped his clutch on the downhill in a desparate effort to expand what was left of his plates by heat build-up. With less than one lap to go, Dubach discovered six neutrals. Denning shot ahead of Fisher's crippled bike for thewin. Dubach's heartfelt monosyllabic summarization was equally justifiable and unprintable.

Results

125 PRO: 1. Mark Denning (Yam); 2. Roger Hayes (SUz); 3. Mike Fisher (Yam).

500 PRO: 1. Vince Pablano (Hon); 2. Matt Tedder (Hon); 3. Steve Bolger (Hon).

250 PRO: 1. Bryan Maloney (Hon); 2. Vince Pablano (Hon); 3. Don Turk (Hon).

MINI INT: 1. Bobby Fite (Kaw); 2. Danny Hembree (Suz).

MINI JR: 1. Gary Pratt (Kaw); 2. Max Maddox (Kaw); 3. Cliff Schulenberg (Suz).

VET JR: 1. Danny Ashcraft (Hon); 2. Dan Featherill (Kaw).

OT MASTER: 1. Chuck Rouse (Hon).

250 INT: 1. Scott Slayton (Yam); 2. Jeff Mason (Suz); 3. Harry Wensel (Yam).

500 INT: 1. Jeff Long (Hon); 2. Kenny Donelson (Hon); 3. Chuck Rouse (Hon).

125 JR: 1. Steve Andre (Yam); 2. Greg Boyce (Suz); 3. Billy Wiggins (Yam).

125 INT: 1. Jeff Almond (Suz); 2. John Yonekura (Suz); 3. Chris Apodaca (Hon).

Sampson, Gorin shine in Barona Minis

By Rod Eschenburg

SAN DIEGO, CA, MAR. 20

The Minicycle wins came in pairs today at Barona Oaks and for new faces as Charlie Sampson (Kaw) had a four for four sweep of the Stock and Modified Intermediates, and Anthony Gorin (Suz) did likewise in Novice 12-16. Gorin had an easy time of it in the Modifieds as he went two for two over favored Steve Furuya and then had to really scramble to down Bryan Powell in a come from behind second moto win with Furuya in a very tight third in his second class.

Sampson had a little more fun as he scored a three way tie-breaker win in the 105cc Open Minis over Furuya and Michael Dickerson. For both Sampson and Gorin it was their first wins in their respective classes, and next race day they will go against each other as Gorin's wins moved the steady riding 12-year-old into the Intermediates.

Speaking of classification advances, two strong wins in the Mini Beginners earned Yamaha-mounted Greg Rosa a move to the Novices.

The 125cc classes can never be accused of being anemic at Barona, and nothing changed today as the Stock Experts saw Mitch Palmer (Oceanside Hon) take a 1-2 finish squeaker Stock win over new Honda rider Mark Scott, and Mike Fisher switching to the Yamaha brand and going two for two in the Modifieds. The big battle was for second between Palmer and Scott.

The Intermediates saw Anthony De Benedetti (Yam) score his first Intermediate win over John Yonekura (Suz). Suzuki rider Jimmy Palmer really took off in the Stocks as he just flat ran away from a good field.

Yamaha rider Lance Rieman has been riding at Barona for a while with little or no recognition, but no more, as the quiet, smooth rider got it all together Sunday and parlayed two firsts, a second and a third for a sweep

rles Smart (Yam); 3. Ken Ratzloff (Hon); 4. Buzz Presser (Mai); 5. Randy Lewis (Hus).

OT INT: 1. Steve Russell (Yam).

OT MASTER: 1. Jim Saitone (Mai); 2. Richard Schilling (Hon).

SIDECAR: 1. Whitney/Whitney (H-D); 2. Whitney/Melilio (Yam); 3. Palfreyman/Palfreyman (Yam).

of the 125cc Novices.

It wouldn't be a Barona report without mention of the "Mighty Mites," the Junior Cycles and Pee Wees. In the 9-11s, Tommy Clowers is still looking for some competition, and in the 0-8s Sean Thornton's "forever" winning streak came to an end, not because of another rider, but mechanical failure.

Justin "Just Right" Rich took a steady 2-2 effort to his first win of the year and Dennis Dahlin tie-broke Thornton 5-1 for second. A really big and popular Pee Wee Stock win was scored by Justin Urata, and RD Racing's Dennis Dahlin continued his domination of the Mods, in his usual manner, over Marco Thompson, who had a career high day wth seconds in both classes aboard his Roloff Yamahas.

Results

MINICYCLE CLASSES

STK EX: 1. John Flores (Kaw); 2. Mike Craig (Yam).

MOD EX: 1. John Flores.

STK INT: 1. Charlie Sampson (Kaw); 2. Mike Allen (Suz); 3. Tommy Clowers (Yam).

MOD INT: 1. Charlie Sampson (Kaw); 2. Tommy Clowers (Yam); 3. Danny Hembree (Suz).

105 OPEN: 1. Charlie Sampson (Kaw); 2. Steve Furuya (Yam); 3. Michael Dickenson (Yam).

STK NOV (12-16): 1. Anthony Gorin (Suz); 2. Brian Powell (Kaw); 3. Steve Furuya (Yam).

MOD NOV (12-16): 1. Anthony Gorin (Suz); 2. Steve Furuya (Yam); 3. Brian Powell (Kaw).

STK NOV (9-11): 1. Cory Byers (Kaw); 2. Tony Degollado (Kaw).

STK NOV (0-8): 1. Dennis Dahlin (Kaw); 2. Kevin Geyer (Kaw); 3. Jimmie Johnson (Yam).

MINI BEG: 1. Greg Rosa (Yam); 2. Don Stevenson (Yam); 3. Todd Belott (Yam).

125cc MOTORCYCLES

STK EX: 1. Mitch Palmer (Hon); 2. Makr Scott (Hon); 3. Terry Fowler (Yam).

MOD EX: 1. Mike Fisher (Yam); 2. Mitch Palmer (Hon); 3. Mark Scott (Hon).

STK INT: 1. Jimmy Palmer (Suz); 2. Mark Decker (Yam); 3. John Yonekura (Suz).

MOD INT: 1. Anthony DeBenedetti (Yam); 2. John Yonekura (Suz); 3. Gil Ward (Hon).

125 OPEN: 1. Mike Fisher (Yam); 2. Rich Schulenburg (Suz); 3. Anthony DeBenedetti (Yam).

STK NOV: 1. Lance Rieman (Yam); 2. John Lewis (Yam); 3. Mike Hardaway (Yam).

MOD NOV: 1. Lance Rieman (Yam); 2. Ed Siler (Kaw); 3. Larry Nickols (Suz).

125 BEG: 1. Matt Schumsky (Kaw); 2. Steve Schuler (Hon); 3. Steve Barry (Hon).

JUNIOR CYCLE CLASSES

STK (9-11): 1. Tommy Clowers (Yam); 2. Kory Byers (Kaw); 3. Scott Callen (Yam).

MOD (9-11): 1. Tommy Clowers (Yam); 2. Kory Byers (Kaw); 3. Scott Kallen (Yam).

STK (0-8): 1. Justin Rich (Yam); 2. Dennis Dahlin (Kaw); 3. Jimmie Johnson (Yam).

MOD (0-8): 1. Sean Thornton (Yam); 2. Dennis Dahlin (Kaw); 3. Justin Rich (Yam).

STK PEE WEE: 1. Justin Urata (Yam); 2. Marco Thompson (Yam); 3. David Ochoa (Yam).

MOD PEE WEE: 1. Dennis Dahlin (Yam); 2. Marco Thompson (Yam); 3. Justin Rich (Yam).

Owens captures win at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, MAR. 20

A lot of fast riding and a little bit of good luck gave Suzuki-mounted Ken Owens the win in the Open Beginner class today at DeAnza Cycle Park.

Owens roosted to the front of the pack at the start of moto one while Mourice Woods (Hon), Lonnie King (Hon) and Greg St. Clair (Hus) trailed. Early in the race, Owens and Woods engaged in a duel for the lead, and Woods soon found himself in the lead.

On the same lap St. Clair also snuck by King, taking over the third position. However, with three laps remaining, St. Clair went down and dropped back to fourth. Up front, Woods developed a comfortable lead which took him to the checkered flag first ahead of Owens, King and St. Clair.

Owens again shot into the lead in the second moto just inches ahead of Woods, St. Clair and King. By lap two Woods had already slipped by Owens for the lead. The two leaders

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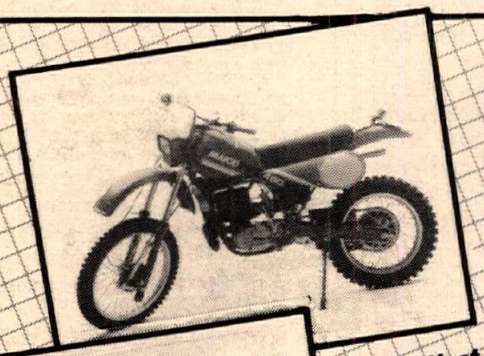

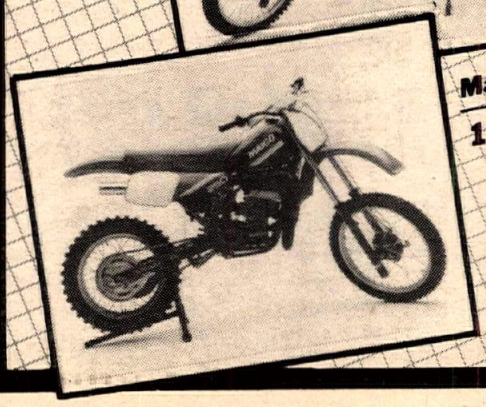

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together and rode off into the sunset with the Open Class victory.

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FOLLOW THE LEADER

Western hotline

Jack Scott (49) leads Harley Hall at Corona's night MX.

Jeff Martin leads the Arizona Championship 125cc Beginner class.

battled throughout the race.

Then, with only two laps left, bad luck struck when Woods ran into a downed rider. Owens cruised by while Woods pulled off the track. The win and overall went to Owens followed by St. Clair and King.

Honda of Redlands' David Church ran away with the win in the large 125cc Beginner class with a flawless 1-1 tally.

Robert Cadwell (Suz) jumped into the lead at the start of moto one while Church, Charlie Gonzalez (Yam), Dean Keeling (Yam) and Jeff Longwith (Suz) pursued. The two leaders began to pull away from the pack as they fought for the lead.

It wasn't until two laps from the finish that Church made his move and inched his way around Cadwell. Church held on for the win followed by Cadwell, Keeling, Gonzalez and David Spencer (Kaw).

In moto two Cadwell again jammed to the front ahead of Church. However, it only took Church only half the race before he had control of the lead. Church went on to take the win followed by Cadwell, Gonzalez, Mike Hogue (Yam) and Spencer.

Results

PEE WEE: 1. Chris Moore (Suz).
PEE WEE: 1. Jerry Hilderman (Suz).
PEE WEE: 1. Charlie Vice (Yam); 2. Josh Barker (Yam); 3. Benie Dixon (Yam).
JR CYCLE: 1. Dana Wiggins (Hon).
MINI BEG: 1. Brad Edginton (Kaw); 2. Brian Beck (Yam); 3. Albert Sanchez (Suz).
MINI EX: 1. Tom Combs (Kaw).
125 BEG: 1. David Church (Hon); 2. Robert Cadwell (Suz); 3. Charlie Gonzalez (Yam).
125 NOV: 1. Keith Morabito (Yam); 2. Mark Lopera (Yam); 3. Ernie Kessell (Suz).
125 INT: 1. Steve Cardilto (Yam); 2. Larry Benedict (Yam); 3. Wade Park (Yam).
125 PRO: 1. Michael Preston (Kaw); 2. Mike Roberts (Yam); 3. Richard Hoffman (Hon).
250 BEG: 1. S. Johnstone; 2. Gary Chapman (Yam); 3. Steve Nelson (Suz).
250 NOV: 1. Tom Thomsen (Yam); 2. Mark Wiedeman (Suz); 3. Craig Sosa (Hon).
250 INT: 1. Larry Dimmitt (Hon); 2. Kit Palmer (Hon).
250 PRO: 1. Robert Reisinger (Kaw); 2. Eddie Michetti (Suz); 3. Don Griewe (Hon).
OPEN BEG: 1. Ken Owens (Suz); 2. Greg St. Clair (Hus); 3. Lonnie King (Hon).
OPEN NOV: 1. Jack Stevens (Yam); 2. Paul Dayton (Hon); 3. Robert Lambert (Hon).
OPEN INT: 1. Tim Batzle (Suz); 2. Frank Reduzimer (Hus); 3. Bob Carpenter (Mai).
VET SR: 1. Tom Spurgin (Hus).
VET INT: 1. Dan Sanchez; 2. Bruce Prace (Yam); 3. Robert Berdyct (Mai).
VET SR: 1. John Whits (Mai); 2. Paul Escamilla (Hon); 3. William Cline (Suz).

Andre nabs night-time Corona MX win

By Kit Palmer

CORONA, CA, MAR. 25

Steve Andre (Yam) put in two consistent rides to capture the win in the 125cc Novice class with a 3-2 score tonight at Corona Raceway. Second went to the 3-2 tally by Jim German.

When the gate dropped for the restart of moto one, so did the clutches of 13 Novices, but Mike Magallanes (Yam) did it the quickest. Magallanes shot to the front of the pack ahead of Suzuki Country's Dale Himmelriech (Suz), German and Alex Mansfield (Kaw). The four leaders kept within a bikelength of each other for the first few laps.

By the third lap, Himmelriech dropped out, handing second over to German. On the same lap Andre snuck up and passed Mansfield for third. At that point, the top three leaders dueled down to the finish. Magallanes held on for the win followed by German and Andre.

Again, in the second moto, Magallanes jammed to the front of the class while Himmelriech, Andre and Mike Fitzgerald (Hon) pursued. Magallanes and Himmelriech pulled away while engaged in a hot battle for the lead. But, with only two laps remaining, Magallanes dropped out and surrendered the lead to Himmerlriech. Himmerlriech continued on to victory followed by Andre, German and Fitzgerald.

Sinisalo's Harley Hall (Hon) had to put up a tough battle against Honda-mounted Jack Scott (Hon) before Hall could claim the win in the 250cc Pro class. In both motos, Scott powered his way into the lead inches ahead of Hall. In the first moto it took Hall half the race to sneak his way around Scott.

In the second moto, Hall waited until only two laps from the finish before overtaking the lead. Third went to Sunwest Yamaha's Rick Vanderham (Yam) while fourth went to Jerry Black (KTM).

Mark Brucks (Hon) used a 2-2 combination to walk away with the gold in the 250cc Beginner class. Second went to Phil Lewis (Yam), who took the first moto victory and a second moto fourth. Second moto winner Ronald Swenson (Suz) took fifth in moto one, which combined to give him third overall.

Results

60 PEE WEE: 1. Jacob Swain (Kaw); 2. Charlie Vice (Yam); 3. Shane Good (Yam).
60 10+YRS: 1. Brandon Sperling (Kaw); 2. Randy Esparza (Kaw); 3. Jody Tapia (Kaw).
SHORT TRACK: 1. Shane Good (Yam); 2. Dan Chambers (Suz).
MINI BEG: 1. Mark Bariel (Kaw); 2. Shawn Slayton (Kaw); 3. Casey Mahoney (Kaw).
MINI BEG: 1. Max Mattox (Kaw); 2. J.D. Armstrong (Yam); 3. Paul Cline (Yam).
MINI NOV: 1. Jeff Capt (Kaw); 2. Chris Winkler (Kaw); 3. Robby Gorden (Yam).
MINI NOV: 1. Larry Sayeg (Kaw); 2. Lenny Gurett (Yam); 3. Donny McClaughn (Yam).
MINI INT: 1. Terry Szucsko (Kaw); 2. Gene Baldwin (Kaw); 3. David Foltz (Yam).
MINI EX: 1. Tom Combs (Kaw).
125 BEG: 1. Robert Cadwell (Suz); 2. Don Litteral (Hon); 3. John Abright (Hon).
125 BEG: 1. Johnny Matiasevich (Hon); 2. John Stroud (Suz); 3. Chris Levick (Suz).
125 NOV: 1. Steve Andre (Yam); 2. Jim German (Yam); 3. Mike Fitzgerald (Hon).
125 INT: 1. Bruce Harcrow (Kaw); 2. Dave Bender (Hon); 3. John Begin (Kaw).
125 PRO: 1. Paul McLain (Yam); 2. Mike Roberts (Yam); 3. Scott Wilkinson (Hon).
250 BEG: 1. Mark Brucks (Hon); 2. Phil Lewis (Yam); 3. Ronald Swenson (Suz).
250 NOV: 1. Kenny Gurett (Yam); 2. Kenny Garnica (Kaw); 3. Craig Sosa (Hon).
250 INT: 1. Carl Reed (Suz); 2. Larry Dimmitt (Hon).
250 PRO: 1. Harley Hall (Hon); 2. Jack Scott (Hon); 3. Rick Vanderham (Yam).
500 BEG: 1. Rick Thoms (Yam); 2. Mark Trent (Mai); 3. Greg Benton (Hon).
500 NOV: 1. Pat Schreffler (Hon); 2. Ralph Mendunhall (Hus); 3. Greg Johns (Mai).
500 INT: 1. Ron Lawson (Hon); 2. Jim Anderson (Hon).
500 PRO: 1. Dane Wigington (Hon).

Bandit steals the show

By Pam Hardin

MAYER, AZ, MAR. 20

In the most demanding sport in the world, Jeff Martin has overcome the obstacles thrown his way.

Martin, better known as the "Bandit," lost his arm at the shoulder after an electrical line fell on him. On the track his determination makes up for his physical handicap.

In the third race of the Arizona State Championship Series at the Mayer motocross track, the "Bandit" blasted a class of 15, 125cc Beginners with a 1-1 finish.

In the first moto, Martin took the early lead and never looked back. After a few laps he had put five seconds between himself and David Santa Cruz, in second. Fred Howard held Shawn Thompson and Kelly Turner at bay until the finish.

After his tremendous showing in the first moto, Martin said a re-run would make him very happy. The re-run started to take place after one lap in the second moto.

Sean Colby and Howard were ahead of Martin, with Darrin Maures not far behind. Colby bobbled in a berm and both Howard and Martin slipped by. Martin took over soon after.

Maures started to pressure Howard, but Santa Cruz came from nowhere to pass both for second. By the last lap Colby slid by for third.

A local hero from the hills of Mayer, who's been in the Army and away from racing for two years, had the crowd on its feet with his consistent starts and constant dicing.

Jim Riggle admitted his stamina hasn't been up to par since his layoff, but he overtook Bob Blose's holeshot for the lead after four laps. Troy Blake began to push up from a mediocre start with Ron Watmore. Tom Witt and Rick Nagle jockeying for better positions.

Both Riggle and Blose started to drop back. Now in the lead, Blake was churning out an amazing pace, while the rest knocked bars 10 seconds behind.

Watmore jetted out of the pack, while Nagle cruised, waiting for a mistake. Blose held off the hungry Witt, while Riggle finished sixth.

Second round action saw Scott Stallard pulling a quick lead. Blake made it a short one. Watmore wasn't far behind, taking over second after four

laps. Nagle followed Stallard line for line like a bad dream, but never found room to pass.

Blose held off Bruce Peters and Witt, but Witt slithered by for fifth, while Peters filtered down to eighth place.

Blose stayed in sixth, with Dave Robinson pushing Riggle out for seventh. Riggle dropped out with bike problems before the finish.

Results

Y ZINGERS: 1. Chucky Cook (Yam); 2. Eddie Lucas (Yam); 3. Sam Hays (Yam).
PEE WEE NOV: 1. Justin Jaurigue (Hon); 2. Tim Stuart (Yam); 3. Aaron Stewart (Yam).
80 BEG: 1. Joe Mozeris (Hon); 2. Mike Hibma (Kaw); 3. Todd Davis (Yam).
80 NOV STK: 1. Jimmy Button (Hon); 2. David McDermott (Hon); 3. Grady Ingram (Yam).
80 NOV MOD: 1. Grady Ingram (Yam); 2. David McDermott (Hon); 3. Dean Farrell (Suz).
80 AM STK: 1. Brian Pryor (Suz); 2. Mike Bailey (Suz); 3. Billy Carlson (Yam).
80 AM MOD: 1. Jeff Riggle (Kaw); 2. Mike Bailey (Suz); 3. Brian Pryor (Suz).
80 EX STK: 1. Dennis Parker (Yam); 2. Bryan Bruner (Kaw); 3. Robert Naughton (Kaw).
125 BEG: 1. Jeff Martin (Hon); 2. David Santa Cruz (Hon); 3. Fred Howard (Yam).
125 NOV STK: 1. Bryan Taylor (Hon); 2. Blue Robinette (Yam); 3. Nick Pietrasik (Hon).
125 NOV MOD: 1. Bryan Taylor (Hon); 2. Sean Miceli (Suz); 3. Steve Davis (Yam).
125 AM STK: 1. Scott Duvall (Yam); 2. Scott Keyes (Kaw); 3. Scott Booher (Hon).
125 AM MOD: 1. Scott Keyes (Kaw); 2. Scott Duvall (Yam); 3. Scott Booher (Hon).
125 EX: 1. Drey Dircks (Suz); 2. Troy Blake (Yam); 3. Bill Dalton (Hon).
250 BEG: 1. Paul Ryan (Suz); 2. David Birmingham (Yam); 3. Chuck Copeland (Hon).
250 NOV STK: 1. Damaz Adams (Yam); 2. Jeff Cantwell (Hon); 3. Kevin Chinesaz (Hon).
250 AM STK: 1. Torey Davis (Yam); 2. Doug Goodman (Hon); 3. Dale Cooley (Hon).
250 AM MOD: 1. Charles Tate (Hon); 2. Dale Cooley (Hon); 3. Graig Goodnuff (Hon).
250 EX: 1. Troy Blake (Yam); 2. Ron Watmore (Yam); 3. Rick Nagle (Hon).
OPEN NOV: 1. Robert Chadwick (Yam); 2. Robert Dean (Hon); 3. David Fenn (Yam).
OPEN EX: 1. Rick Nagle (Hon); 2. Dave Robinson (Yam); 3. Rick Deremo (Hon).
OT AM: 1. Rick Myers (Hon); 2. Rick Tabor (Hon); 3. Bryan Farnsworth (Kaw).

Baldwin beats SRA's Riverside GP

By Jeannette Fisher

RIVERSIDE, CA, MAR. 13

Dallas Baker-sponsored Gene Baldwin took home the overall win in the 0-80cc class of Southland Racing Association's Riverside Grand Prix. Baldwin didn't take an easy win though; Frankie Brundage of Team Green diced with him throughout the race. On the last lap, Baldwin came around alone to claim the overall.

Todd Hayes took the early lead off the Amateur 80cc line and put in a flawless ride for the top Amateur points. Steve Wamboldt claimed first Novice and first Beginner honors went to 9-year-old Ronnie Densford.

As the Seniors and Vets rounded their first lap, Bill Manley held tight to the lead with Dallas Baker challenging for the lead.

By the fourth lap Bakers persistance paid off as he moved his Yamaha into the lead; at this point Lynn McGraw moved into second, Jim Berry held the rest of the race, positions changed behind Baker as he lengthened his lead.

The checkered flag ended the race with Baker in the overall position, Open Vet John Perry had worked his way up to finish second overall and first Vet. Bill Dobbs moved into third overall and second Open Vet. Russ Robinson finished first 200cc bike, second Senior and ninth overall.

Sizzlin' Mike Sixbery (Yam Motor Corp.) took the early lead in the 200cc race with Kurt Pfeiffer (American Hon) hot on his tracks. Jay Stranger (Lone Riderr) held a close third. The leaders held close until the third lap

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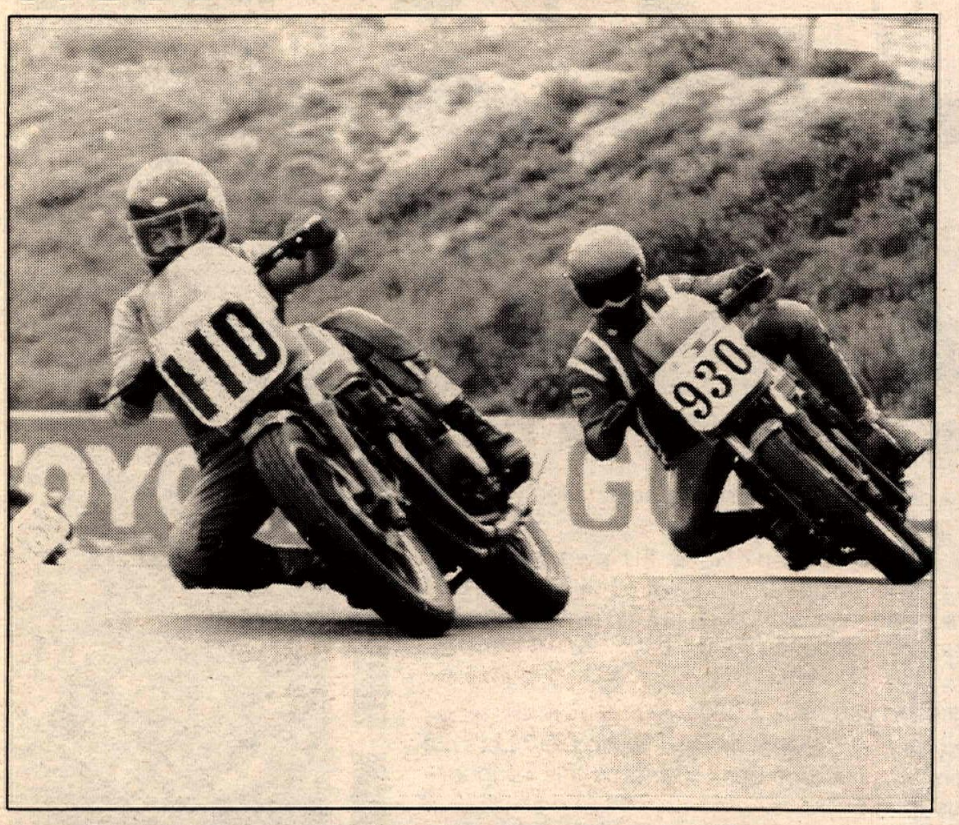
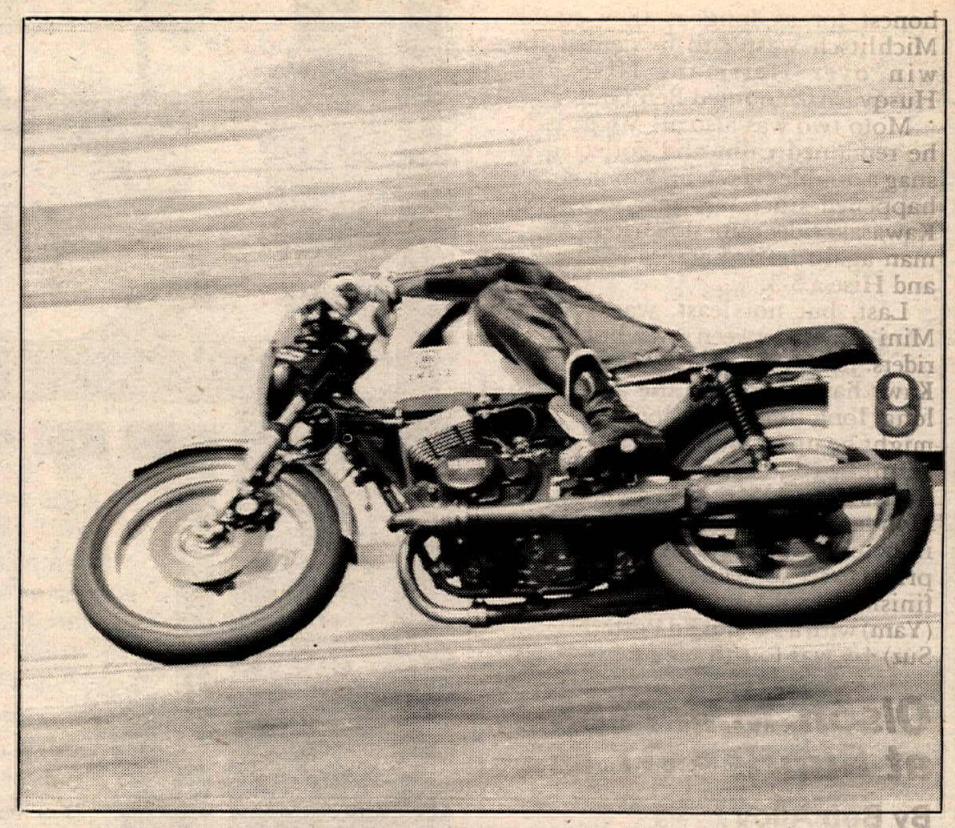


Todd Brubaker (930) works on Jim Poet at AFM Willow's RR.



The RD Yamaha is alive and well in AFM racing.

Brubaker banzais AFM Riverside RR

By Lori Tyson

RIVERSIDE, CA, MAR. 20

Novice road racer Todd Brubaker dazzled the veterans as he held back Earl Roloff and Frank Mazur to take the 600cc Modified Production win at the American Federation of Motorcyclists' first Riverside meet of the year.

A different track set-up was used utilizing the kink between turns six and seven, which had only a one-bike-wide line through it. It was somewhat tricky to get 80 motorcycles through at one time.

But Brubaker had it down pat. He appeared faster through the new stuff than anyone and used it to his advantage to take the Production win.

In 600cc Stock Production, Palo Alto Yamaha's Kirk Graves invaded Kawasaki turf and put on a really fine showing as he led the first half of the race. Then he and Brubaker got into it and Brubaker blazed on to take it. In the very last lap Frank Mazur pulled a last ditch effort and slingshot past Graves to steal second place honors, leaving Graves a creditable third.

In 600cc Super Street Brubaker blew it. He ran out of gas on the last lap after dicing with Walt Nitto for the lead. Jeff Tuttobene and Jim Poet fought for third and, after Brubaker dropped out, went at it for second with Poet taking it. Tuttobene finished quite well, considering the fact that he hadn't shown up at the track until noon with his bike in pieces in the back of his truck.

Temple City Kawasaki's Dave Langford gave Mark Shelton a real run for his money in Open Modified Production. Langford piloted a stock Lawson Replica against Shelton's GPz1100, and, although Langford had horrendous handling problems, he put up a good fight to take second right behind Shelton.

In 750cc and Open Super Street Honda of Gardena's John Wells and Seaweed Kawasaki's Earl Roloff went at it, with another battle behind them between Denny Doherty, Dave Zirkle and Pat Eagan. Roloff pulled off some wonderful passes to take the trophy, Wells finished second and Doherty third.

Hi-Desert Kawasaki's Mark Shelton took an easy win in 750 and when Pfeiffer came around with no Sixbery, and Stranger ran a not-too-close second.

As the race ran on, Pfeiffer stretched his lead over Stranger and Rob Hall (Saddleback Suz) positioned himself in third with Joe Padilla (Kaw Escondido) in fourth.

With the white flag waving the riders on for one more lap, Stranger took the lead with Hall and Padilla fighting for second. Stranger took the overall victory and Padilla aced Hall for second.

The 250cc class ended lap one with Mike Baker (Orange County Cycle) holding fast to the overall position with Dale Dondel (Lone Rider) and Brian Manley both looking for a chance to overtake the leader.

While the leaders rounded their second lap, Manley shot past Dondel and then the race positions of the leaders remained the same. At the checkered it was Baker, Manley and Dondel.

The last race of the day was the Open class, the big bikes, waiting their turn on the already worn course. Sizzlin' Sixbery showed better as he led the first lap. Mike Baker followed within inches waiting for Sixbery to make one error.

As the leaders completed their third lap, Craig Adams led the pack with Baker not far behind. A short distance back, in third and fourth places, Randy Norman, a new Can-Am rider, and Andre Butcher were having a race of their own for the first few laps. With the fourth lap coming to an end, Adams (Hon) came around alone and Norman, finally shaking Butcher, started making up distance on Adams. By the last lap, as Adams neared the finish, a shortage of gas brought him to an abrupt stop. As Adams pushed his bike determined to finish, Norman gained quickly, but Adams resolved the problem in time to save a near loss and claimed the overall victory with Norman mere yards behind him.

Michlitsch doubles at Eugene MX

By Suanne Light

EUGENE, OR, MAR. 20

One hundred and twenty riders came to do battle on the nicest day yet of the 1982-83 season at Emerald Racing Association's motocross in Eugene. Tim Michlitsch (DG/Bel-Ray/Kaw Sup) nearly made history; he came out on top with the 500 and 250cc Pro classes after winning five of six motos for a near triple. Michlitsch finished runner-up to Honda-supported Eric Hall in moto two to take second overall in 125cc action.

Eleven 125cc Pros couldn't have picked a more picture perfect day to do battle on. Hall, Michlitsch, Robby Watilo (RW Racing/Yam) and Suzuki rider Mike McCormick led moto one with Michlitsch taking the lead for good shortly thereafter. Michlitsch was hoping to cap off a triple, which would have been a first here at Eugene, but fate struck in moto two.

The finish order at the completion of moto one was Michlitsch, Hall, Watilo, McCormick, Jim Anderson (Yam) and Richard Earle (LOP/N-D/Hon).

Moto two, Michlitsch got off the line in last while Watilo got the nod for the holeshot. Hall pressured in second and made his move to take the lead, which took the Honda rider to the checkered flag in front of Michlitsch, who picked off Watilo for second.

Michlitsch was unchallenged in the 250cc Pro class, however, except by southern Oregon sensation Rodney Keller (KTM/Moto-X Fox) in moto one. Michlitsch and Keller traded paint until the green machine rider settled the argument for the win over Keller, Rick Bault (Hon of Roseburg) and Mark Esterberg (KTM).

Second time out saw Michlitsch again nab the lead with Bault putting on the pressure this time. Keller rode a consistent third after picking his bike up on more than one occasion. Bault took second place honors followed by a dejected Keller, Esterberg and Vince Warren. Overall positions read Michlitsch (1-1), Bault (3-2) and Keller (2-3).

Open Pro action saw a very familiar face in the lead for the ump-teenth time. Michlitsch figured he'd show these southern Oregon riders how they do it up north. Arne Hettman (Hon) and local Skeet "Farm Boy" Hise (Kaw) followed to keep him Open Stock Production followed by 750cc classer Roloff, who was second overall. The race to watch was between Open rider Kevin Dolan and 750cc classers Steve Biganski and Mike Krolick. Dolan ended up third after a hard race (second Open class) trailed by Biganski and then Krolick (who was fresh out of shoulder surgery to repair last year's crash damage).

In Formula One race Harry Klinzmann led off the line, but a flat tire took him out of the race shortly after. Champion Moriwaki pilot Lee Fleming took over the lead and was unchallenged the remainder of the race. Dave Zirkle and Ibco's Rick Mitchell went at it for second and Mitchell, after having had quite a long hiatus from racing, was victorious.

Doug Toland, usually a 550 ace, borrowed a 650cc Kawasaki from Mark Shier for the Formula Two heat and fought Ken Cashen and Walt Nitto before taking the trophy.

Results

SIDECARS: 1. Garnett/Taylor (Kaw); 2. Ramirez/Breede (Suz).
OPEN MOD PROD: 1. Mark Shelton (Kaw); 2. Dave Langford (Kaw); 3. Kevin Dolan (Suz).
750 MOD PROD: 1. Mike Krolick (Kaw); 2. Steve Biganski (Suz); 3. Jeff Gehrs (Kaw).
600 MOD PROD: 1. Todd Brubaker (Kaw); 2. Earl Roloff (Kaw); 3. Frank Mazur (Kaw).
FORMULA 3: 1. Danny Coe (Rotax); 2. Chris Steward (Yam); 3. Jay Tanner (Yam).
600 SUPER ST: 1. Walt Nitto (Kaw); 2. Jim Poet (Kaw); 3. Jeff Tuttobene (Kaw).
750 SUPER ST: 1. Doug Toland (Kaw); 2. Jeff Heino (Suz); 3. Bernd Koegler (Hon).
OPEN SUPER ST: 1. Earl Roloff (Kaw); 2. John Wells (Hon); 3. Denny Doherty (Hon).
750 TWIN: 1. Willi Scheffer (Tri); 2. Bill Fennlessy (Yam).
750 SINGLES: 1. Jeff Anderson (Hon).
OPEN TWIN: 1. Earl Campbell (Duc).
600 STK PROD: 1. Todd Brubaker (Kaw); 2. Frank Mazur (Kaw); 3. Kirk Graves (Yam).
450 STK PROD: 1. Jeff Braucht (Yam); 2. Doug Booth (Yam); 3. Mike Morrow (Hon).
OPEN STK PROD: 1. Mark Shelton (Kaw); 2. Kevin Dolan (Suz); 3. Guy Loikits (Suz).
750 STK PROD: 1. Earl Roloff (Kaw); 2. Steve Biganski (Suz); 3. Mike Krolick (Kaw).
FORMULA 4: 1. Terry Yarger (Yam); 2. Eric Kondo (Yam); 3. Chuck Pace (C-A).
FORMULA 4A: 1. Danny Coe (Hon); 2. Steve Fewtrell (Kaw); 3. Steve Ledwith (Hon).
450 MOD PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. James Stephens (Yam).
FORMULA I: 1. Lee Fleming (Kaw); 2. Rick Mitchell (Kaw); 3. Dave Zirkle (Suz).
FORMULA 2: 1. Doug Toland (Kaw); 2. Ken Cashen; 3. Walt Nitto (Kaw).

honest for as long as they could. Michlitsch wasn't to be denied the win over Hettman, Hise and Husqvarna-mounted Ben Grable.

Moto two was also all Michlitsch; he remained calm and collected to snag a double class win, which hasn't happened since last year when the Kawasaki rider came down here. Hettman again trailed across with a 2-2 and Hise a 3-3.

Last, but not least, was a super Mini contest between seven hot young riders. Jeff Daily (MP Racing/Eastside Kaw) has controlled the area for a long, long time and it looked like he might be upset, but came out on the winning edge after a duel between himself and Mike Crowell on a Honda. Crowell took a 2-2, coming in behind Daily, who was a bit surprised to see someone that close at the finish. Third went to Matt Ramey (Yam) with a 3-3 and Ed Portz (Eugene Suz) 4-5 was fourth.

Olson, Miller shine at Sunrise OT MX

By Bob Alloy

ADELANTO, CA, MAR. 13

An actual Sunday Motocross without rain. How nice it was for 51 fast and terrific Old Timers. The timing was great too, because by the time the motocross was over, the rains did come.

There were two eight-lap motos on a track that was drastically changed by mother nature and her little washouts.

Tom Miller of the Master's class got things off to a fast pace with his Kawasaki in the lead. Miller missed the first turn and went off the track. That put "Movin Marv" Olson into the lead, and that's where he stayed for a nice win. Miller made a recovery and came in second. That's really pushing it.

Moto two began with Olson taking the lead for three laps. He was then passed by Miller who took over the lead for three laps. Marvin regained his lead and took another first for first overall. Miller was in with another second.

Junior Master Gabe Gutierrez was in the winning line at the start of moto one and led his action for three laps. Then Bob Beasley took over the lead and carried it to the finish. Gabe came in with second. Following Gutierrez with a third place was Don Merritt.

The second moto began, once again, with Gutierrez out in the lead, and he led for three laps. George Spearing made his passing move and led the action for four laps.

Gutierrez made his winning move and gassed by Spearing on the last lap. Spearing took second and Bob De Miranda was there for third place.

Novice Richard Townsend had the winning formula as he blasted away on his Yamaha and took two wins. Wendall Park took the holeshot in moto one and took a nice second. George Mc Cauley was in with third. Dal Brockett started about mid-pack, but did some fast moving to take second at the flag. George Mc Cauley rode in with third place that time. ●

Results

MASTERS: 1. Marvin Olson (Yam); 2. Ron Miller (Kaw).

JR MASTERS: 1. Gabe Gutierrez (Hon); 2. George Spearing (Hus).

EX: 1. Dick Burley (Hon); 2. Al Smith (Yam); 3. Roland Thompson (Yam).

AM: 1. Kurt Sofka (Yam); 2. Gordon Mathieu (Hon); 3. Bill Qualls.

NOV: 1. Richard Townsend (Yam); 2. George Mc Cauley; 3. Wendell Park (Mai).

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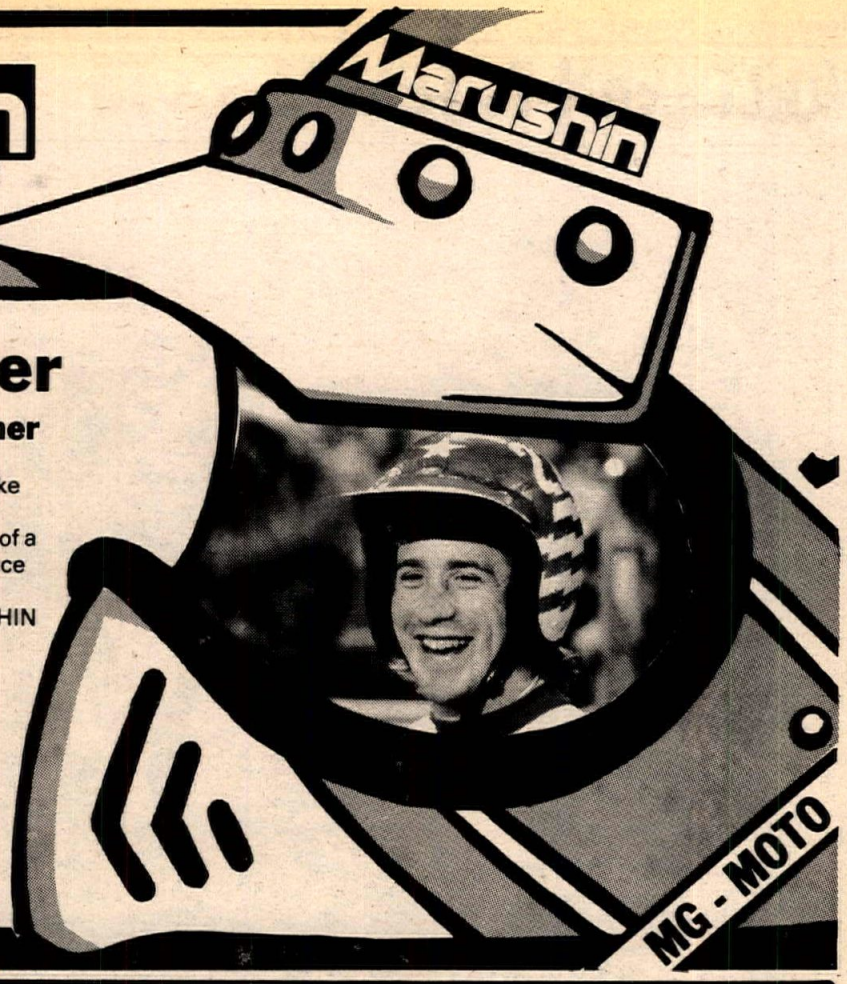

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NORTHERN DATELINE

(Above) Randy Losh (6) was mired by bad starts, but fought back to win both Open Expert motos. (Below right) Mike Johnson (84) leads Spoof Pena (15) and eventual 125cc Expert winner Randy Chapman (391) early in moto one. (Below left) Curt Biro (24) and Greg Primm dice in Novice action.

Chapman, Wargo, Losh top Hangtown Sportsman races

By Dave Blanchard and Bill Spencer

SACRAMENTO, CA, MAR. 26 Mike Johnson and his Yamaha were the first to fly out of the hole as the gate slammed down for the first 125cc Expert moto in the 15th annual Hangtown Sportsman races. Honda riders Keith Fox, Lorne Godbee and Kawasaki-mounted Mark Zeissler quickly joined the race as they funneled through the first turn. Johnson went down on the first lap when an unseen bump put him on the ground, allowing Fox to take advantage and snag the first place slot. Spoof Pena was making a drive to the front when the same bump stopped his charge abruptly. Steve Vlahos was left with a poor start but managed to slice through the pack to a third by the midway point.

A tight battle for first between Godbee and Fox was quickly settled

when Vlahos passed both of them for first and held the gas on to finish 12 seconds ahead of Godbee who displaced Fox to nail down second. Randy Chapman slid in for third while Jim Olson managed to hold off early leader Johnson for fourth.

The second 125cc Expert moto was history in Dan Dennis' mind as he easily disappeared with a six-bike-length holeshot. Johnson, Pena, Chapman and Zeissler bumped each other around for the other top slots. Knocked over in a first lap mishap, Vlahos was left on the ground and out-distanced by the pack. Not one to give up, Vlahos mounted his Hi-Point sponsored Suzuki and put on a show that had the whole crowd on their feet. Vlahos was riding at a furious pace which had him whipping, flying and bouncing around the track desperately working toward the leaders. At the finish it was Dennis, Chapman, whose smart, consistent race left him with the overall win, and Johnson who was slowed by a broken exhaust. Vlahos' determined charge nettled him a fifth for the second position overall.

The 250cc Expert class action was a virtual battle for the crown, as last year's winner Mike Holmes traded wins with Brian Wargo of Antioch. Wargo, who has been winning everything in sight, worked his way up in the second and deciding moto to narrowly win this year's title over Holmes. Hometown boy Randy Pockrandt gave Wargo and Holmes both a run for their money as he dogged them in both motos for third overall.

Keith O'Neal won the opening moto of 125cc Novices and was running second in the other round until he got into some trouble and finished eighth. He still took second overall behind winner Tim Hanna. Vasco DeMello trailed with a 4-6 for third overall in front of Shawn Frilling and Jim Bartnett.

Tyson Vohland devasted the 125cc Junior class on his Honda and should be well on his way to the Expert ranks and what would appear to be a great future in the Pros. Rod Harriger worked through the pack to take second with a 4-2 and Billy Brazil a reverse 2-4 over Woody Russell and Terry Callahan for an overall third.

Curt Dias won the first round of 250cc Novice class but slipped to a 10th in the second moto and fourth overall behind Jeff Sappington (4-2), Chris Davidson (2-4) with John Madrid, who came back from ninth in the first round to win the second. Rick Luther and his San Jose Honda aced both rounds of the 250cc Junior over former mini whiz Shawn Walkingstick and Al Rolls.

Ron Naylor rode his YZ 490 to both moto wins in the Open Junior class while Bob May held a pair of thirds for a second over Steve Parke and Dave Behnke. Randy Losh aced both ends of the Open Expert with relative ease after Concord Yamaha's Jerry Brandt fell re-breaking his collar bone. John Christian rode his Husky to a 2-2 second while Mark Hannum beat out Land Coleman and Jim Domenihini for third overall.

The Vets had a good time with Brian Aldrich winning the Novice portion on a Can-Am. Reversing the order for second was Vic Lundberg (1-2), while Gary Wada got a special mention for riding the only Montesa still in captivity. Gary McPherson aced both ends of the Vet Junior over Doug Little and Jim Musca. Charlie Smart had little opposition from Buzz Presser and Chuck Perkins to win the Expert round.

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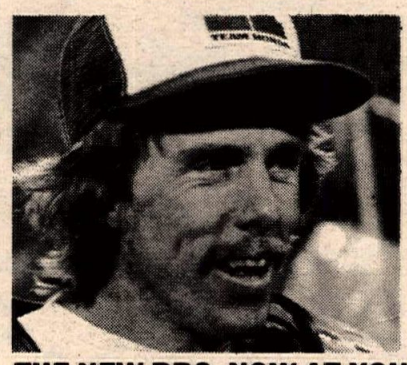

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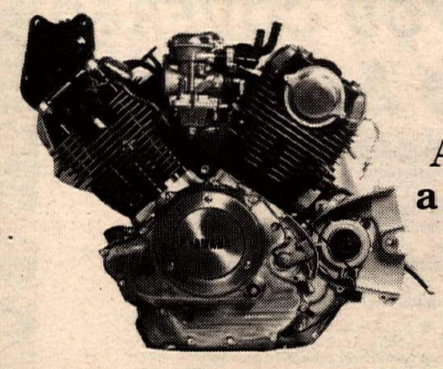

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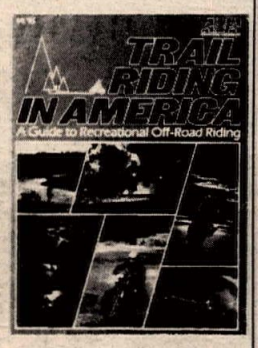

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NORTHERN DATELINE

(Above) Once clear of traffic, Randy Losh had an easy time collecting the Open Expert win. (Below) Steve Vlahos overcame several falls to take second overall 125cc Expert.

Results

125 NOV: 1. Tim Hanna (Suz); 2. Keith O'Neal (Hon); 3. Vasco Demello (Suz).
125 JR: 1. Tyson Vohland (Hon); 2. Rodny Harriger (Yam); 3. Billy Brazil (Suz).
125 EX: 1. Randy Chapman (Suz); 2. Steve Vlahos (Suz); 3. Mike Johnson (Yam).
250 NOV: 1. Jeff Sapington (Yam); 2. Chris Davidson (Yam); 3. John Madrin (Suz).
250 JR: 1. Rick Luther (Hon); 2. Shawn Walkingstick (Yam); 3. Al Rolls (Hon).
250 EX: 1. Brian Wargo (Hon); 2. Mike Holmes (Suz); 3. Randy Pockrandt (Mai).
OPEN NOV: 1. John Paul Lee (Hon); 2. Curt Brio (Hon); 3. Phil Vitale (Hon).
OPEN JR: 1. Ron Naylor (Yam); 2. Bob Maye (Yam); 3. Steve Parker (Mai).
OPEN EX: 1. Randy Losh (Mai); 2. John Christian Jr. (Hus); 3. Mark Hannum (Mai).
VET NOV: 1. Brian Aldrich (C-A); 2. Victor Lundberg (Mai); 3. Gary Wada (Mon).
VET JR: 1. Gary McPherson (Mai); 2. Doug Little (Hus); 3. Jim Musca (Mai).
VET EX: 1. Charlie Smart (Mai); 2. Buzz Presser (Mai); 3. Chuck Perkins (Mai).
OT NOV: 1. Dick Jobe (Yam); 2. Kent Winsichell (Hon); 3. Erv Rifenenburg (KTM).
OT JR: 1. Gary Arnold (Hon); 2. Jess Gallo (Hon); 3. Dick Milani (Mai).
OT EX: 1. Larry Mulock (KTM); 2. Al Baumann (Mai); 3. Gene Higginbotham (Mai).

The downhills at the Prairie City GP were a little tricky.

Hadlock nets 2 class wins at Flying W MX

By Wretched Racer

WINNEMUCCA, NV, MAR. 13

Yamaha pilot Robbie Hadlock bounced back after his narrow defeat at the first race of the Flying W's Spring MX Series. At this, the second of the three-race series, Hadlock took home the gold for both the Open and 250cc classes; though not without a stiff challenge in the 250s from arch-rival Jeff Cloutier.

This time, the Flying W's did a complete rethink on their Calder Cycle Park track. They went European-style with a short one-mile, technical layout — long off-camber sweepers, 120-degree sidehill hairpins, deep, damp sand in shifting berms, even a little ridge-running. All the Experts got two full 30-minute motos.

Hadlock and Cloutier resumed their duel in the dirt at the drop of the 250cc Expert class gate. In the first moto, Hadlock simply grabbed the holeshot with Cloutier chasing. Cloutier's Kawasaki began slowing until, a couple laps from the end, his ignition expired completely. Cloutier pushed across at the checkered for a fifth-place finish. Hadlock won with Todd Arndell (Hon) second and Ty "The Fly" Erquiaga (Hon) third.

In the second 250cc Expert moto, Erquiaga pulled a holeshot into the first turn with Cloutier right behind. As they negotiated the very tight 180-degree first turn, Cloutier neatly nerfed "The Fly" out of the way and ran off from the rest of the field. Hadlock spilled in the first turn and came up last. By the third lap, Hadlock had moved into second place but, even so, he could barely stay on the same lap as Cloutier. Erquiaga salvaged another third and took second overall. Hadlock's 1-2 was good for the overall win and Cloutier's 5-1 netted him third.

Cloutier did not contest the Open Expert bash, so Hadlock had it to himself. In the first moto, Dan Dossey (Hon) holeshot but Hadlock's YZ 490 took control by the second lap. The second moto was a replay except that Dossey was able to hold off Hadlock until the fourth lap. Hadlock had the ability to carve through the pack of respectable Experts like a shark through sardines. Dossey's pair of deuces was good for second overall and Mike Mieras' (Suz) 3-3 netted third overall.

Results

OP EX: 1. R. Hadlock (Yam); 2. D. Dossey (Hon); 3. M. Mieras (Suz).
250 EX: 1. R. Hadlock (Yam); 2. T. Erquiaga (Hon); 3. J. Cloutier (Kaw).
OPEN JR: 1. S. Brown (Yam); 2. E. McElroy (Mai); 3. M. Curtis (Mai).
250 JR: 1. R. Lighthouse (Hon); 2. J. Hallahan (Suz); 3. T. Arndell (Hon).
125 JR: 1. C. Harjes (Hon); 2. R. Maga (Suz); 3. B. Roberts (Yam).
OP NOV: 1. M. Hamel (Hon); 2. S. Furlin (Hon); 3. M. Walsh (Hon).
250 NOV: 1. R. Dragoo (Hon); 2. J. Frank (Yam); 3. S. Michell (Kaw).
125 NOV: 1. T. Lund (Kaw); 2. K. Burnette (Suz); 3. B. Pearson (Hon).
125 NOV II: 1. D. Haney (Yam); 2. T. Lund (Kaw); 3. D. Feldhaus (Yam).
80 EX: 1. C. Kay (Kaw); 2. T. Hiler (Kaw).
80 JR: 1. G. Kay (Hon); 2. L. Moore (Suz); 3. P. Pecorilla (Hon).
80 NOV: 1. A. Warner (Kaw); 2. J. Presnell (Yam); 3. L. Wegman (Kaw).
VET EX: 1. R. Wyant (Hon); 2. T. Greene (Mai); 3. J. Thrasher (Mai).
VET JR: 1. R. Bogue (Mai); 2. J. Carson (Hon).
VET NOV: 1. T. Gardner (Hon); 2. E. Cantlon (Mai); 3. B. Edwards (Kaw).
OT EX: 1. J. Hathaway (Mai); 2. A. Bray (Mai); 3. R. Bogue (Mai).
OT JR: 1. H. Heitmiller (Mai); 2. K. Winschell (Hon); 3. L. Dossey (Hon).
OT NOV; 1. R. Kolbet (Yam); 2. R. DelCarlo (Yam); 3. F. Molitor (Kaw).

McKenna spots Polka Dots GP win

By Frankie and Larry Hartnett and Tracy Gallo
Photo by Frank Showers

PRAIRIE CITY, CA, MAR. 6

Neither rain, nor mud, nor rocks stopped nearly 300 riders from competing in the Polka Dots Motorcycle Club's Fifth Annual Prairie City Grand Prix today. Nor did they dampen the spirits of some 250 spectators and friends. The Polka Dot's Grand Prix is held at the Prairie City Off-Highway Vehicle Park and is primarily sponsored by Capital Coors and Hi-Point Racing Products.

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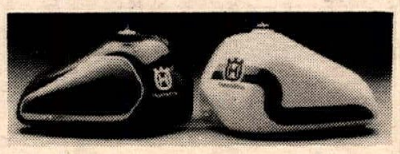

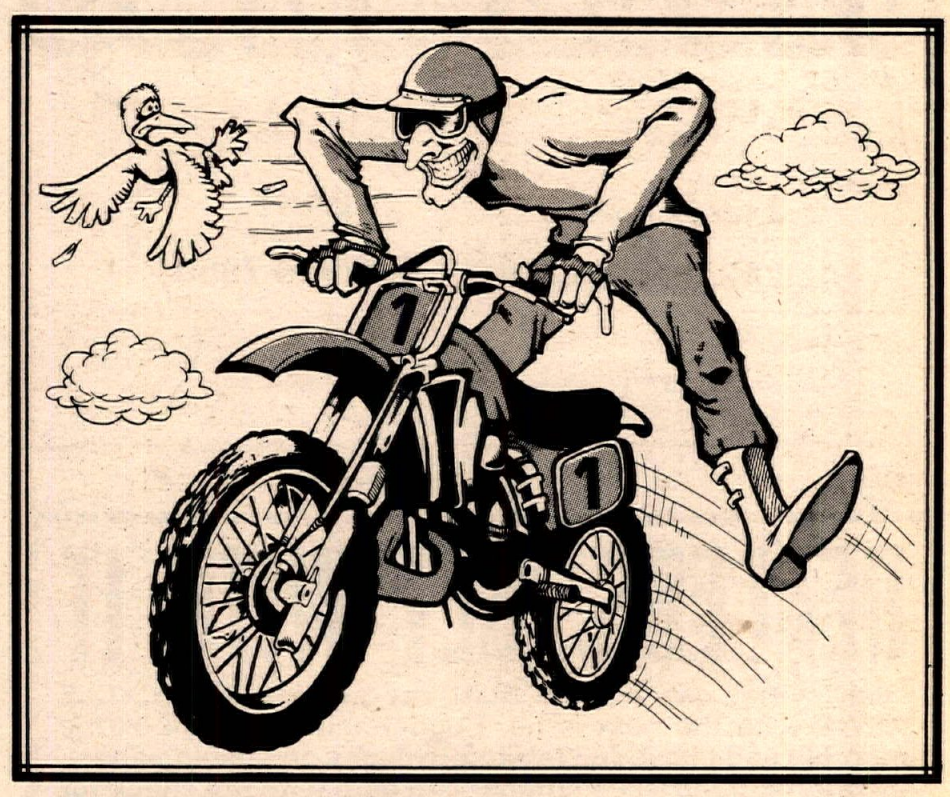

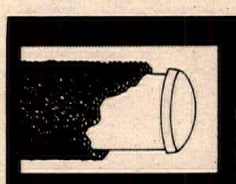

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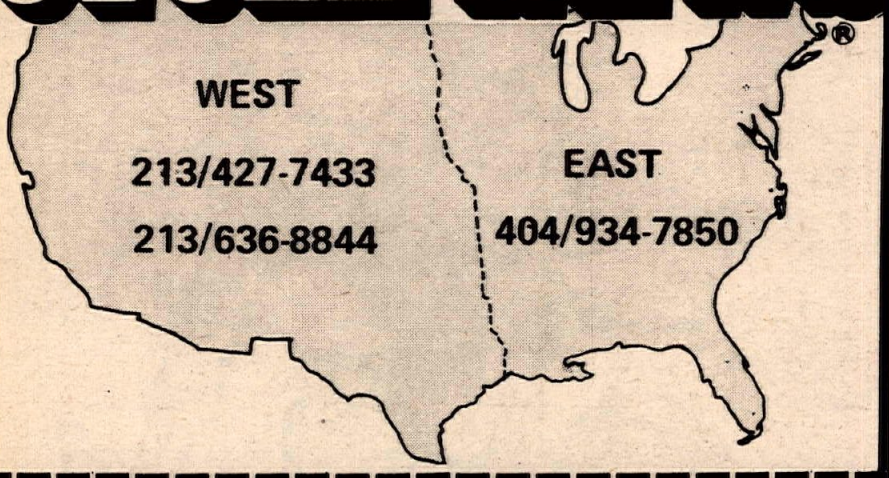

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NORTHERN DATELINE

Natural obstacles weren't the only hazards at Prairie City.

After nine straight days of rain, the day of the event brought sunshine (God must be a Polka Dot). The course was a 14-mile loop over natural terrain, which gave the riders a few mudholes and waterslides to contend with, but other than that racing conditions were good in the morning and excellent in the afternoon.

Hi-Point sponsored Eric "Iron Man" McKenna was the big winner of the day; he rode his Honda to an easy victory in the Open Expert class. After a poor start, McKenna had to work his way up through the pack, and was able to gain the lead before he completed his first lap.

Close behind was Maico rider Randy Losh, sponsored by Euro Cycle, and Yamaha rider Charlie Smart. McKenna and Losh were the only Open Experts to complete a total of eight laps during the three hour race.

Ken McKenze, a Honda rider, led the 250cc Expert class followed by Hi-Point sponsored Dave Wood (Yam). Finishing third and fourth were Scott Yarbrough and Larry Coleman, respectively.

As usual the Vets and Old Timers were out in force and fighting for top honors in their classes. Scott Davis showed the Vet Experts the way around. He was followed by Olde Scott Sinclair, Gary Vanderpool and Buzz Presser.

In the very competitive Old Timer Expert class, Jack Coulombe was planning on holding that first place trophy, until, unfortunately, on the last lap his Maico broke. From there, KTM rider Curt McMahon took over to receive first with George Neilson second. Most riders agreed, when it was over, that they were a little tired when the three-hour race was completed.

This demanding race also had two women riders compete in the 200cc Novice class, both riding 125 Hondas. Tracy Gallo, 21, from Placerville, and Jeanie Morgan, 20, from Yuba City. Jeanie came away with third place in the 200cc Novice class. Unfortunately, Tracy had engine problems on the last lap and was unable to continue the race.

Sacramento County Sheriff Robbie Waters was a special guest on hand to start the Expert race and was impressed by his first contact with off-road motorcyclists.

All riders who finished the race received a nice finisher pin from the Polka Dots Club. Besides trophies, the top five Expert riders shared $750, and other riders received contingencies from Capital Coors, Hi-Point Racing, MPC, Hangtown Sports Cycle, Sun River Motorcycle, Sierra Motorcycle, Terry Cable, Nippon-

denso, NK Plugs, Sluice Box, Dirty Photos, Seer and Husqvarna.

The Club Participation trophy went to the Dirt Diggers North Motorcycle Club and the Shop trophy had a tie among three KTM shops — MPC, Sluice Box and South City Cycles. A toss of the coin gave the trophy to Sluice Box.

Results

200/250 EX: 1. Ken McKenze; 2. Dave Wood; 3. Scott Yarbrough; 4. Larry Coleman.

OPEN EX: 1. Eric McKenna; 2. Randy Losh; 3. Charlie Smart; 4. Randy Pockrandt.

VET EX: 1. Scott Davis; 2. Olde Scott Sinclair; 3. Gary Vanderpool; 4. Buzz Presser.

OT EX: 1. Curt McMahon; 2. George Nielson; 3. Bob Sorensen.

200/250 AM: 1. Mike Harper; 2. Derek Des Jardins; 3. John Volk.

OPEN AM: 1. Mark Hilton; 2. Neal Nataro; 3. Richard Barchard.

VET AM: 1. Jim Loer; 2. Jack Nabors; 3. Bill Cooper.

OT AM: 1. Norman Grattan; 2. Tom Hazeltine.

200 NOV: 1. Paul Hanson; 2. Bill Davis; 3. Jeanne Morgan.

250 NOV: 1. Jeff Sappington; 2. Scott Vaughn; 3. Shawn Frieling; 4. Marty Mosley; 5. Scott Reynolds.

OPEN NOV: 1. Jim Giuffra; 2. Bill Braun; 3. Bill Connelly; 4. John Georgette; 5. Bruce Neumann; 6. Brad Halcomb.

VET NOV: 1. Sid Schuetz; 2. George Mancebo; 3. K. Cosmo; 4. Eric Johnson; 5. Mike Kennedy; 6. Darrel Courtwright.

OT NOV: 1. Rick Vandermeeden; 2. George McCall; 3. Billy Fain.

Suns join forces, take Team Race

By Jan Newman

SANDY, OR, MAR. 20

When the dust finally settled on Mt. View Raceway's third annual Team Race, the teams collecting the top brass were; Ted Holt/Ford Tannock in the 125cc class, Ron Sun/Chuck Sun in the 250-Open class, Jim Parks/Ron Long in the 30-40s and Jack Burgoyne/Jim Lamkin in the Old Timers.

For the past three years Mt. View has held a team race just prior to the kickoff for the summer season. Teams are able to change riders at their discretion which allows them to work out the kinks in their new bikes as well as in their bodies without too much stress on either. This year the format was changed from two one-and-one-half-hour races to shooting the whole works on one three-hour race for each group.

The 100-125cc class took off in the morning led by the Rowdy Blasdell/Ben Williams team. Right behind came Holt/Tannock, Rick Bozarth riding alone, Ron Kent/Julie Hiersche, Don Cook/Duane Olson and Frank VanBeek/Kevin Mann. It wasn't long before Holt/ Tannock took the lead and just poured the coal to it for the full three hours. There was a battle for second between Bozarth and Blasdell/Williams for most of the race but time began to take its toll on Bozarth toward the end and he had to settle for a distant third. Chuck Goodrich/Davin Tester pulled through the pack for fourth and Kent/Hiersche held on for fifth.

All the Old Guys rode with the 250-Open class, consequently, they were somewhat lost in the shuffle of the competition up front. Parks/Long were tops in the 30-40 group, just one lap ahead of Glen Rose/Ray Crawford and several laps ahead of Bill Goldspink/ Jerry Fairchild.

With 46 laps under their kidney belts, Burgoyne/Lamkin led a good turnout of Old Timers. George Gardner borrowed a Honda to team up with Bill Tester for second and Cliff Stump/Dave Scott came out with third.

The Suns had each signed up to ride solo in the 250-Open class and were running 1-2 until Chuck's clutch gave out. He then asked if rules would allow him to team with Ron for the short time that remained. Under the circumstances, that seemed to create no problem and, after two-plus hours, Ron seemed receptive to the idea. Their closest competition throughout the race was Rick Burgett/Ron Myers and Ron Vandehey/Randy Crisman. Vandehey/Crisman lost some time when Crisman came limping in with a mysteriously bent-up scooter. They wound up fourth behind Kurt Stevens/Dennis Sweeten.

Results

100-125: 1. Ted Holt (Yam)/Ford Tannock (Suz); 2. Rowdy Blasdell (Suz)/Ben Williams (Hon); 3. Rick Bozarth (KTM).

250-OPEN: 1. Chuck Sun (Mai)/Ron Sun (Mai); 2. Rick Burgett (Yam)/Ron Myers (KTM); 3. Kurt Stevens (Yam)/Dennis Sweeten (Hon).

30-40: 1. Jim Parks (Suz)/Ron Long (Yam); 2. Glen Rose (Suz)/Ray Crawford (Hon); 3. Bill Goldspink (Hus)/Jerry Fairchild (Hon).

OLD TIMERS: 1. Jack Burgoyne (Hus)/Jim Lamkin (Hon); 2. George Gardner (Hon)/Bill Tester (Mai) 3. Cliff Stump (Mai)/Dave Scott (Mai).

Schlag, Heiberger cash at Sand Hill MX

By Sally Sideliner

BRENTWOOD, CA, MAR. 20

Despite the soggy ground and a continual downpour, motocross die-hards trekked to San Hill Ranch on March 20 for the second annual "Weekend of Champions." The Expert draw was a guaranteed purse of $1000 by Budweiser and Contra Costa Honda, but with all classes full the purse grew to $2000. It was only fitting then that Contra Costa Honda riders Joey Schlag and Jerome Heiberger took home first and second place respectively in the Open Pro class. Heiberger led from the start in moto one followed by Jim Ellis with Schlag on his tail. Schlag passed Ellis early and the positions remained the same. Schlag came back to dominate moto two.

The 250cc Pro class saw Schlag, Heiberger and Ellis go at it again. Heiberger led the field through the mud with Ellis, Brett Cahors, Brad Emery, Bryan Wargo and Schlag all in the hunt. Wargo moved quickly to third as Schlag bailed in a corner. Ellis maneuvered around Heiberger late in the race to hold first. The top three repeated the performance in moto two with Ellis getting the holeshot. Schlag passed Ellis and ran away from the pack. Wargo tried to pass Heiberger on "Godzilla Hill's" upward side and managed a perfect loop-out for the spectators and a DNF for himself.

The 125cc Pros had their problems as half the field jumped the gate, leaving the latter half with goggles full of mud. The only real advantage was to Ricky Ryan, who had clear sailing in moto one. Running with the others in moto two wasn't quite so easy as Ryan lost it in a turn. Steve Vahlos, one of the latter starters in moto one, capitalized on Ryan's misfortune for a first place, but the overall went to Ed Minton with a very consistent ride. Shawn McConn took second honors and a newcomer to the area, Danny Dennis, earned himself a third. •

Results

OPEN PRO: 1. Joey Schlag (Hon); 2. Jerome Heiberger (Hon); 3. Jim Ellis (Yam).

250 PRO: 1. Jim Ellis (Yam); 2. Scot Rebuck (Hon); 3. Bret Cahors (Hon).

125 PRO: 1. Ed Minton (Hon); 2. Shawn McConn (Hon); 3. Danny Dennis (Hon).

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Central Pipeline

Double Expert class winner Kirk Spencer cuts under a slower rider. Bryan Abernathy flies to the 125cc Pro win.

One of the 250cc classes gets off the line at Aztec Raceway.

Spencer takes two at Texas MX Series opener

By Joe Milian

WHITNEY, TX, MAR. 27

Over 500 riders gathered at Jerry Surber's Lake Whitney Cycle Ranch today to contest the 11th annual running of the five-race Texas Series. In the early days of motocross in the Lone Star State this set of races attracted top national competitors. Today the names are Spencer, Cordova, Rakestraw, Prado, Abernathy, Richardson, Beavers and Whitley. They, and a host of others, represent the finest motorcycle racing talent Texas, Oklahoma, and Louisiana have to offer.

Ageless Yamaha pilot Bill Kasson of Austin claimed a unique honor at the end of the day's activities. Out of all those assembled, Kasson was the only person who could say he won money in both the inaugural event in 1972 and the 1983 version as well.

Billy Whitley, the young Kawasaki sensation from Lufkin, made the long trip from the piney woods worthwhile. He scored impressive victories in three classes to make him top Amateur of the day. Whitley was virtually unstoppable as he led every lap of all six motos he contested. Finishing second to Whitley in the Minibike Senior class, which found Kawasakis in the first five positions, was Scott Chesser.

Runner-up in the Minibike 105s was Jason Langford, and Scott Thomas followed Whitley home in the Mini Stockers. In other minibike action, Jack Ricks, Jason Schultz, Scott Chesser, Scott Thomas, Brian McGary, Jason Upshaw, and Jason Langford each finished in the top five in two classes.

Crowded confrontations were the rule in the Novice jousting as A and B divisions were necessary in both the 125s and the 250s. Ty Carter captured wins in both classes with Billy "Rocketman" Richard winning a division of the 125s and Danny Richardson earning the first slot in the other 250cc division. Richardson earned his reward the hard way, coming from behind to win on the last lap in both motos.

Suzuki stalwart Kevin Rivers had a spirited tussle with Big Tex Yamaha of San Antonio representative Glen Muehlstein and Brian Darnell before he could claim first place atop the Open Novice group.

Kit Vick went from Minibikes to the 125cc Intermediate class with no apparent problem as he turned a pair of seconds into a first in the A part of that category. Robert Felix accomplished the same feat in the B division.

Just prior to the start of the 250cc Intermediate A affair Felix was optimistic. "I guess Bill Howe and Shane Beaver will be my closest competition. I feel good, it just depends on what kind of starts I get." Although Beavers and Howe did indeed give the Oklahoma Honda rider a run for his money, it was Jeff Rhodes who came closest to beating him by taking the first moto and placing third in the second. Felix's three point total edged Rhodes by one to allow him his second big trophy in as many tries.

The other Beavers brother, Skipper, scored somewhat of a mild upset by halting the win streak of Nederland, Texas ace Jerry LeBlanc, in their portion of the 250cc Intermediate class.

Galvestonian David Hubbard's hopes for the big money in the Over 30 Expert class were dashed on the third lap of the second moto.

Tireless Tim McCaskill gained the overall victory by virture of his back to back firsts and took home $75 for his efforts. Troy Rapp fended off the advances of Jim Smith and Dennis Fisher to give him the premier ranking ahead of the other Over 30 Intermediates.

With Darren Rhoten vying for money in the Sacramento round of the Wrangler Super Series today, Kirk Spencer seemed set to have a little easier time in his bid for material gain in all three of the Expert classes. Sure enough, the superlative Carrollton Yamaha rider took a solid fourth in the smallest displacement contest and won both the big bike meetings. Roger Brown, Nick Cordova, and Dennis Hawthorne contributed some determined efforts in trying to unseat Spencer but none matched his consistency and once again he took home the better part of the $3000 up for grabs in these three classes.

Brown suffered the most frustration as he continued to have problems with Whitney's backward falling starting gate. By the time he extricated himself from the clutches of the gate, 36 other 250cc riders were well into the first moto. His relentless pursuit of Spencer eventually yielded a ninth place standing, meaning he had passed 28 bikes in only eight laps.

Wary of the tubular menace in the second moto, Brown got only a mediocre jump off the iron and finished a wheel behind Spencer at the end for fourth overall.

Promoter Surber surprised the 13 Open Expert combatants by paying the full $1000 purse, even though the light turnout did not constitute a complete class as stipulated in the rules. Spencer was, of course, delighted with this exhibition of generosity and responded by grabbing the lion's share of the dough.

Nick Cordova finally bested Spencer in the second moto by passing him two laps from the end of the race. "I had a real good line through the double jump and Spencer took it a little too far toward the middle. I just gassed it and went on by. That gave me second money overall," Cordova wearily assessed over a cold cup of Gatorade. Brown would have finished second, but for Cordova's 11-hour heroics.

Results

MINIBIKE BEG: 1. Tyler Larson (Kaw); 2. Charlie Farrar (Hon); 3. Lance Friend (Yam); 4. Scott Smith (Hon); 5. Scott Moffitt (Kaw).

MINI MINI: 1. Jason Schultz (Kaw); 2. Charlie Winn (Kaw); 3. Jack Ricks (Hon); 4. Colin Edwards (Kaw); 5. Dennis Richards (Kaw).

MINIBIKE JR: 1. Chris Gullaksen (Kaw); 2. Jack Ricks (Hon); 3. John Grandstaff (Kaw); 4. Jason Schultz (Kaw); 5. Steve Hogg (Yam).

MINIBIKE SR: 1. Billy Whitley (Kaw); 2. Scott Chesser (Kaw); 3. Jason Langford (Kaw); 4. Scott Thomas (Kaw); 5. Michael Merlo (Kaw).

MINIBIKE 105: 1. Billy Whitley (Kaw); 2. Jason Langford (Kaw); 3. Brian McGary (Suz); 4. Jason Upshaw (Yam); 5. Jerry Brenner (Suz).

MINI STK: 1. Billy Whitley (Kaw); 2. Scott Thomas (Kaw); 3. Brian McGary (Suz); 4. Scott Chesser (Kaw); 5. Jason Upshaw (Yam).

MOTORCYCLE BEG: 1. Richard Coker (Hon); 2. Todd Julich (Yam); 3. Jim Joplin (Kaw); 4. Perry Lowery (Suz); 5. Dan Dodson (Yam).

125 NOV A: 1. Ty Carter (Kaw); 2. Mike Morgan (Suz); 3. David Bloyed (Hon); 4. Melvin Dunn (Hon); 5. Brian McGary (Suz).

125 NOV B: 1. Billy Richard (Kaw); 2. Tim Roten (Hon); 3. Rocky Carter (Kaw); 4. Jeff Arnold (Kaw); 5. Jay Jostrand (Kaw).

250 NOV A: 1. Danny Richardson (Suz); 2. Doug Roberts (Yam); 3. Terry Dutton (KTM); 4. Kurt Land

Some of the riders had problems in the snow-turned-mud.

(Yam); 5. Moe Egger (Mai).

250 NOV B: 1. Ty Carter (Kaw); 2. Mark Cochran (Kaw); 3. Chris Black (Yam); 4. Mark Mills (Yam); 5. Ron Prince (Yam).

OPEN NOV: 1. Kevin Rivers (Suz); 2. Brian Darnell (Hus); 3. Glen Muehlstein (Yam); 4. Darrell Mahalec (Hon); 5. Ronny Ruyle (Hon).

125 INT A: 1. Kit Vick (Kaw); 2. Wendell Trigg (Yam); 3. Brent Carrizales (Kaw); 4. Jerry Moody (Hon); 5. Jeff Barker (Suz).

125 INT B: 1. Robert Felix (Hon); 2. James Pate (Yam); 3. Mike Payne (Yam); 4. Brad Craine (Hon); 5. Brett Wagnon (Yam).

250 INT A: 1. Robert Felix (Hon); 2. Jeff Rhodes (Hon); 3. Bill Howe (Kaw); 4. Shane Beavers (Suz); 5. Stuart Cotton (Suz).

250 INT B: 1. Skipper Beavers (Suz); 2. Jerry LeBlanc (Suz); 3. Rodney Wallace (Yam); 4. John Pollard (Suz); 5. Ray Burgess (Hon).

OPEN INT: 1. Shane Beavers (Suz); 2. Wyatt Seals (Hon); 3. Gregg Odom (KTM); 4. Jeff Ward (Hon); 5. Gregg Guinn (Yam).

OVER 30 INT: 1. Troy Rapp (Yam); 2. Jim Smith (Yam); 3. Dennis Fisher (Suz); 4. Lester Munson (Yam); 5. Steve Eeds (Hon).

OVER 30 EX: 1. Tim McCaskill (Kaw); 2. Roger Olson (Suz); 3. Bob Pope (Mai); 4. Bill Kasson (Yam); 5. David Hubbard (Hon).

125 EX: 1. Bryan Abernathy (Yam); 2. Carroll Richardson (Kaw); 3. Greg Fouts (Yam); 4. Kirk Spencer (Yam); 5. Steve Gauthier (Yam).

250 EX: 1. Kirk Spencer (Yam); 2. Dennis Hawthorne (Hus); 3. Mark Rakestraw (Yam); 4. Roger Brown (Yam); 5. Tony Nielsen (Yam).

OPEN EX: 1. Kirk Spencer (Yam); 2. Nick Cordova (Hon); 3. Roger Brown (Yam); 4. "Scooter" Bates (Hon); 5. Russell Miksch (Mai).

Lindsey leaps to Aztec MX win

By Ernie Ferguson

COLORADO SPRINGS, CO, MAR. 27

Matt Lindsey and Albert Firestine commanded the attention of all present today as they went head to head in Aztec Raceway's 125cc Expert class on a track that was covered with eight inches of snow only a few days before. On a tacky track, Firestine raced to a win in the first moto of the day by outrunning Lindsey and a host of good 125cc racers. It looked as though Lindsey was going to chase Firestine all day, but Albert took the holeshot in the second race, only to take a header on the first jump. Lindsey avoided Firestine and took the lead which he never relinquished. However, in true championship tradition, Albert jumped back on his Yamaha and managed to take a fifth in the moto for a second overall behind Lindsey. Art Dehoff took third for the day with finishes of fifth and second, respectively.

The 250cc Experts always put on a show, and today was no exception. With riders like Boo Stichter, Randy Warren and Terry Kyle in wheel to wheel competition, the action is fast and exciting. Boo came out on top for the day with a second place finish in his first moto, and then some great racing earned him the flag first in the second race. Warren took second overall with finishes of first and second. Warren also took second overall in the Open Expert class behind Mike Knupp. Whether Randy is wearing the number three plate in the 250cc Experts or number 45 in the Open class, he is one tough rider. Terry Kyle finished third with a fifth place in the first moto and a third place in moto two.

Always guaranteed to bring a smile across the face of any motocross fan are the Pee Wee riders. These little guys hit the first turn with as much determination as anyone, including their bigger counterparts. The Pee Wee Novice class is no exception. Chad Niles finished first overall with a victory in both of his motos. Right behind him came a tough little rider named Shawn Morgan. Shawn finished second overall with a 2-3 afternoon. In third position raced Ryan David, another future star. Ryan finished 4-2 for a good day and a trophy for his work.

Andy Atkins, Josh Kellogg and Robbie McCoy finished 1-2-3 in the Pee Wee B class. More great motocrossers of tomorrow. •

Results

125 EX: 1. Matt Lindsey; 2. Albert Firestine; 3. Art DeHoff.

250 EX: 1. Boo Stichter; 2. Randy Warren; 3. Terry Kyle.

OPEN EX: 1. Mike Knupp; 2. Randy Warren; 3. Chris Sundstrom.

MINI EX: 1. Brian Binkley; 2. Jay Martin; 3. Brant McCoy.

VET EX: 1. Charles Geist; 2. Glade Hill; 3. Richard Dostall.

125 NOV: 1. Scott Gilliland; 2. Danny Bender; 3. Scott Anderson.

250 NOV: 1. Tim Keuvelaar; 2. Marvin Rosencrans; 3. Michael Trumgardner.

VET B: 1. Keith Chisman; 2. Bart Kellogg; 3. J.S. Wright.

MINI B: 1. Doug Ruby; 2. Keith Campbell; 3. Jim Ruterbories.

PEE WEE NOV: 1. Chad Niles; 2. Shawn Morgan; 3. Ryan David.

PEE WEE B: 1. Andy Atkins; 2. Josh Kellogg; 3. Robbie McCoy.

MINI NOV: 1. Jerry Mason; 2. Justin Cawen; 3. Tom Lucas.

125 B: 1. Mike Shenk; 2. Ray Griggs; 3. Brent Koehn.

250 B: 1. Tim Wahlberg; 2. Brian Davis; 3. Ron Sutherland.

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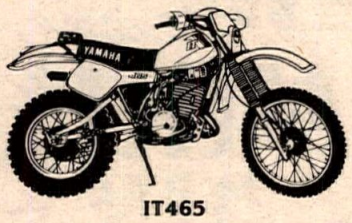

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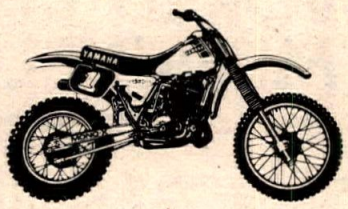

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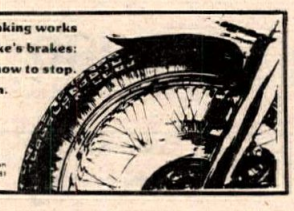

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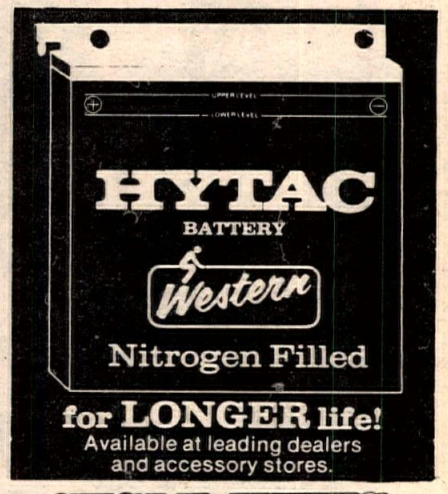

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12th Annual NMA

YAMAHA WORLD MINI GRAND PRIX

featuring YAMAHA race of champions

WORLD CHAMPIONSHIP MINICYCLE MOTOCROSS

APRIL 15-16-17, '83

Saddleback Park ORANGE, CA.

Age Groups	Rider Classification	Bike Size/Classes	
Pee Wees			
Thru 8 yrs.	Open	61cc	Stk. & Mod.
Jr. Cycles			
6 to 8 yrs.	Open	61cc	Stk. & Mod.
9 to 11 yrs.	Open	61cc	Stk. & Mod.
Minicycles			
9 to 11 yrs.	Open	83cc	Stk. & Mod.
12 to 16 yrs.	Nov. Int. Exp.	83cc	Stk. & Mod.
9 to 11 yrs.	Open	105cc	Mod.
12 to 16 yrs.	Open	105cc	Mod.
Motorcycles			
Thru 18 yrs.	Schoolboy (No Pros)	100cc	Stk. & Mod.
Thru 21 yrs.	Nov. Int. Pro	125cc	Stk. & Mod.
Thru 21 yrs.	Nov. Int. Pro	250cc	Mod.

Note: No age limit for Motorcycle Pro classes.

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NMA, P.O. Box 46 Norwalk, Ca. 90650 (213) 868-8112

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$5000 In Amateur Prizes

3 Race Series

Saturday

April 9, April 16, April 23

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SRA Schedule

APR. 17—HILLTOPPERS G.P. (Rosarito Beach)

MAY 1— PERRIS G.P.

(714) 828-1358

RACE Schedule

Thurs.	Apr. 7	Ody, 3 Whlrs	Corona
Thurs.	Apr. 7	Motocross	O.C.I.R.
Fri.	Apr. 8	Motocross	Corona
Fri.	Apr. 15	Motocross	Corona
Fri.	Apr. 22	Motocross	Corona

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

4/9	TT/Gardena, CA
4/16	M/Sacramento, CA
4/30-5/1	ST & M/San Jose, CA
5/7	H-M/Gardena, CA
5/15	M/Springfield, IL
5/22	RR/Lexington, OH
6/3-5	RR/Elkhart Lake, WI
6/4	H-M/Louisville, KY
6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TN
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/15-17	RR/Monterey, CA
7/16	H-M/Hagerstown, MD
7/22	ST/Hinsdale, IL
7/30	M/DuQuoin, IL
8/7	M/Cicero, IL
8/21	TT/Peoria, IL
8/21	RR/Sonoma, CA
8/27	M/Indianapolis, IN
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
9/11	M/Syracuse, NY
9/18	M/San Jose, CA
9/24	H-M/Gardena, CA
10/2	M/Springfield, IL
10/8	TT/Pontiac, MI

AMA/Wrangler Super Series

4/10	MX/Orange, CA
4/16	SX/Dallas, TX
4/24	MX/Gainesville, FL
4/30-5/1	SX/Pontiac, MI
5/7	SX/Kansas City, MO
5/15	SX/Washington, DC
5/22	MX/Fairmount City, IL
5/29	MX/Mt. Morris, PA
6/5	MX/Binghamton, NY
6/11	SX/Orlando, FL
6/19	MX/Lake Whitney, TX
7/3	MX/Buchanan, MI
7/9	SX/Pittsburgh, PA
7/16	SX/Cincinnati, OH
7/23	SX/Foxboro, MA
8/6	SX/Pasadena, CA
8/14	MX/Washougal, WA
8/21	MX/Castle Rock, CO
8/28	MX/Millville, MN

AMA Pacific Coast Championship Series*

10/2	SX/Tacoma, WA
TBA	MX/Sonoma, CA
TBA	MX/Portland, OR
TBA	MX/Los Angeles, CA
TBA	SX/San Diego, CA

*Tentative

AMA National Championship Enduro Series

4/10	Bucksnort, TN
5/8	Saline, LA
5/15	Abingdon, VA
5/29	Zaleski, OH
8/21	Moorestown, MI
9/4	Winterset, IA
9/11	Lynnville, IN
10/23	Oklahoma City, OK
10/30	Bear, DE

AMA ISDE Qualifier Series

4/1-3	Tulsa, OK
4/24	Athens, OH
5/1	Spur, TX
5/22	Rose City, MI
6/4-5	McMinnville, OR

AMA/Hi-Point National Hare Scrambles Championship

4/17	Bruceton Mills, WV
6/12	Keithsburg, IL
6/26	St. Johns, PA
7/17	Windsor, MA
8/28	Maplesville, AL
9/18	Millville, MN
11/6	Delta, OH

AMA/NATC National Trials Series

4/9	Austin, TX
4/10	San Antonio, TX
4/16-17	Gainesville, TX
5/28	Newhall, CA
5/30	TBA/AZ
8/28	Middletown, PA
9/3	Port Huron, MI
9/5	Mt. Olive, IL

SCORE Off-Road Championship Schedule

6/3-5	Baja Internacional Ensenada, Mexico
9/30-10/2	Off Road World Championship Riverside Int'l Raceway Riverside, CA
11/4-6	Baja 1000 Baja California, Mexico

National Drag Racing Championships

AMA Dragbike!

4/23-24*	Jackson, TN
5/1	Rising Sun, MD
5/14-15	Palmdale, CA
6/4-5**	Bristol, TN
6/5	Fremont, CA
6/19	Kansas City, MO
6/25-26***	St. Louis, MO
7/16-17*	St. Louis, MO
7/30-31	Columbus, OH
8/6-7	Fremont, CA
8/6-7*	Beaver Springs, PA
8/12-13*	Belle Fourche, SD
8/20-21	Atco, NJ
9/5	Brainerd, MN
9/17-18	Commerce, GA
9/24-25	Tulsa, OK
10/22-23*	Farmington, NC
11/5-6	Houston, TX
11/19-20	Gainesville, FL

*⅛ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

4/9-10	Gulfport, MS
5/14-15	Louisville, KY
6/11-12	Darlington, SC
8/13-14	West Salem, OH
10/8-9	Gulfport, MS

NMRA

4/16-17**	Atlanta, GA
5/21-22	Englishtown, NJ
5/28-29	Epping, NH
6/25-26	East Haddam, CT
7/16-17***	Englishtown, NJ
8/20-21	East Irvine, CA
8/26-27	Denver, CO
9/3-5****	Indianapolis, IN
10/1-2	Atco, NJ
10/15-16*	East Irvine, CA

*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

World Championship Road Race Series

4/24	Italy
5/8	Germany
5/22	Spain
5/29	Austria
6/12	Yugoslavia
6/25	Holland
7/3	Belgium
7/31	England
8/7	Sweden
9/4	Italy

World Championship Endurance Road Race Series

5/14-15	France
5/22	England
6/12	Germany
6/19	Austria
7/9-10	Spain
7/31	Japan
8/20-21	Belgium
9/25	Italy

World Championship MX Series

125cc

4/10	Austria
4/17	Italy
4/24	Belgium
5/1	France
5/15	Yugoslavia
5/29	Germany
6/26	Czechoslovakia
7/10	Russia
7/24	Sweden
7/31	Finland
8/14	Spain

250cc

4/17	Spain
4/24	France
5/1	Italy
5/8	Holland
5/29	Russia
6/12	Germany
6/19	England
7/24	Canada
7/31	NEW BERLIN, NY
8/7	Switzerland
8/14	Sweden
8/21	Finland

500cc

4/10	Switzerland
4/24	Austria
5/8	Germany
5/29	Sweden
6/5	Finland
6/19	Italy
6/26	CARLSBAD, CA
7/3	France
7/24	England
8/7	Belgium
8/14	San Marino
8/28	Holland

Sidecar

4/24	Spain
5/1	England
5/8	Sweden
5/29	Holland
6/5	France
6/26	Belgium
7/10	Germany
8/21	Austria
9/4	Switzerland
9/11	Italy

World Championship Trials Series

4/17	GAINESVILLE, TEXAS
5/29	France
6/5	Austria
6/26	Italy
7/3	Switzerland
9/18	Finland
9/24	Sweden
10/2	Germany

World Speedway Championship

6/18	Pairs Gothenburg, Sweden
8/13	Team Vojens, Denmark
9/4	Individual Norden, Germany

Other Major Events Abroad

5/2-7	Scottish Six Days Trial Edinburgh, Scotland
6/4-10	Isle of Man RR Isle of Man
8/20	Formula One TT Dundrod, Ireland
9/4	Motocross des Nations Angreau, Belgium
9/11	Trophee des Nations Povazska Bystrica, Czechoslovakia
9/18	Long Track World Championship Marianske Lazne, Czechoslovakia
9/25	Coupe des Nations Roggenburg, Switzerland
10/3-8	ISDE Llandrindod Wells, Wales

NMA Regional Qualifiers

Ozark	
4/23-23	Oklahoma City, OK
5/14-15	Tulsa, OK
5/28-29	Springfield, MO
6/4-5	Oklahoma City, OK
6/18-19	Branson, MO
Rocky Mountain 1	
5/14-15	Trinidad, CO
6/25-26	Lakewood, CO
Rocky Mountain 2	
4/30-5/1	Mountain Home, ID
5/28-29	Salt Lake City, UT
Northwest	
4/30	Moxee, WA
5/7	Seattle, WA
6/18	McMinville, OR
6/26	Roseburg, OR
Western 1	
5/14-15	Las Vegas, NV
5/29	Valencia, CA
6/5	Devore, CA
6/19	Orange, CA
6/26	Adelanto, CA
7/2-3	Barona Oaks, CA
Western 2	
4/24	Sand Hill, CA
5/15	Huron, CA
5/22	Madera, CA
6/5	Brentwood, CA
6/26	Brentwood, CA
Texas	
4/30-5/1	Dallas/Fort Worth, TX
5/7-8	Houston, TX
5/28-29	Dallas/Fort Worth, TX
6/4-5	Houston, TX
6/18-19	Dallas/Fort Worth, TX
Southwest	
5/8	Gallop, NM
5/15	Carlsbad, NM
5/29	Albuquerque, NM

6/19	Aztec, NM
Central	
5/1	Pittsburg, KS
5/15	Fort Calhoun, NE
5/28-29	St. Louis, MO
6/15	St. Joseph, MO
6/26	Jefferson City, MO
High Plains	
5/1	Lawton, OK
5/15	Lefors, TX
6/5	Wellington, TX
6/19	Lawton, OK
Arizona	
5/1	Blythe, CA
5/8	Phoenix, AZ
5/15	Blythe, CA
5/22	Phoenix, AZ
Finals	
8/2-7	Ponca City, OK

AMA/Kawasaki Amateur MX Series

Youth Qualifiers	
5/14	McMinville, OR
5/21	Boyd, TX
5/22	Adelanto, CA
Amateur Qualifiers	
5/14	Orange, CA
	Dixon, CA
	McMinville, OR
5/14-15	Lakewood, CO
	Wichita, KS
	Hot Springs, AR
5/22	Boyd, TX
	Phoenix, AZ
Regional Championships	
6/11-12	Dickerson, TX
	Huron, CA
Finals	
8/10-13	Hurricane Hills, TN

EVERY WEEK

Tuesday

CALIFORNIA

AMA CLASS A SPEEDWAY
Ventura Spdwy., Ventura, CA. Fwy 101 N to California St. off-ramp, lft to Harbor, rt to fairgrounds. Gate 6 p.m., races 8. Tickets $5, 7-15 $2. Tickets avail. at track on race day. Info 805/985-5433 (Tammy).

Wednesday

CALIFORNIA

DRAG RACES
Fremont Rcwy., Fremont, CA. Hwy 17 at Durham Rd. West, follow signs. Grudge racing. Bike bracket for all motorcycles. Gates 5:30 p.m., time trials 6-10, tech closes 8:30. Entry $5, watch $5, under 6 free. Baylands Rcwy Park. Info 415/651-2545.

AMA CLASS A SPEEDWAY
Inland Motor Speedway, San Bernardino, CA. Frwy 10 E to 15E North. Orange Show Rd. exit, lft on Arrowhead. 3 Divisions. No race May 4th. Tickets avail. at track on race night. Gate 6:30, race 7:30. Tickets $5, 6-12 $1.50. Free parking. Info 714/889-4554, 213/446-0969, 714/884-4092 (race day only).

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

CALIFORNIA

NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. All classes. 30% trophs., 100% Pro pb. CMC license reqd. (avail. at track). Gate 5 pm, prac. 7, race 7:30. Entry $12, $15 Pro, watch $5, 6-12 $2. Info 415/651-2545.

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

AMA CLASS A SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30 pm., race 8. Tickets $6, 6-12 $2. Free parking. Info 714/492-9933

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

AMA D-36 REDDING MX
Marysville MX, Redding, CA. Hwy 44 E to Airport Rd., S to Rancho Rd., left and follow signs to track. All classes, AMA adv. pts., troph., 100% Pro p.b. Free o/n park, good food. Gates 6:30a.m., prac 7:30, race 9. Entry $15, $20 Pro; $4 watch. Info (Moto one, Inc.) 916/223-5600 (Brent Davis).

April 8

AMA ASCOT GOLD CUP HALF MILE
Ascot Rcwy, Gardena, CA. 11th annual night before the National HM. Ex, Jr, Nov classes. General admiss. tickets at Ascot. Free VIP parking for street bikes. Races at 8p.m. Info 213/323-5055, 321-5323.

April 9

AMA ASCOT 25 LAP NATIONAL TT
First west coast National. Racing at 8p.m., prac at 6. Reserved tickets at Ticketron, GA at gate. Tickets $15-6.50. Info 213/323-5055, 321-5323.

CALIFORNIA TRAILBLAZERS BANQUET
Brookside Country Club, 1133 N. Rosemont, Pasadena, CA. 41st annual banquet. Theme: On the Right Side of the Law. Drinks 5:30 pm, dinner 7. Tickets $14, first 300 reservs. Deadline 4/1 to Earl Flanders, 260 W. Carter Ave., Sierra Madre, CA 91024

CALIFORNIA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. M/Cs and Minis, Non, Jr, Ex. Also 3-whlrs, micro midgets. Gate 5 pm, prac. 6:30, race 7:30. Entry $10, $15 Ex. Info 408/394-8225 (Bob Rosa).

APRIL 9-10

CALIFORNIA DBRA ENDURO AND MX
Barstow, CA. I-15 to Sidewinder Rd. exit, ½ mi. E on Sidewinder. Minis, 125, 250, Open and ATV. Trophs. same day. Family enduro, no clocks or speedos. Sat MX, first race 2 pm. Sun Enduro, start 8 am. Entry $10 members, $13 non; $3 post (memb. avail. $15). Desert Buick Racing Assn. Info 213/371-2910 (Larry Robertson).

APRIL 10

WYOMING BRA MX
Osage Rcwy., Newcastle WY. All classes. 30% troph., Pro pb. and pts. fund. Prac. 10 a.m., race 11. Entry $10, $15 Pro, BRA memb. reqd. Borderline Racing Assn. Info 605/348-8361 (Dale Friend).

TEXAS GHOST TOWN ENDURO
Thurber, TX. 70 mi. E of Fort Worth on I-20. All classes. Texas State Enduro pts. Long course 90 mi., short 60 mi. Mini Enduro Sat, dance Sat night. Sun riders mtg. 7 am, start 8:01. Pre-entry $20. $25 Sat, Sun. FW/D Trailblazers. Info 817/441-9273 (Mike Braswell), 297-9646 (Barry Franklin).

CALIFORNIA SCRU HARE SCAMBLES
Hollister Hills SVRA, Hollister, CA. Take Ceiniga Rd. from Hollister, follow signs to SVRA park. All classes, but no Minis or Powder Puff. Trophs., fin. pins. 2nd race of 36-race series. 10 mi. course. Sign-up 7 am, races start at 9. Entry $16, $21 post, watch $1. Info 408/722-8133 days, 408/663-4014 nhts. (Mike Lightfoot).

AMA D-36 MX
Argyll Cycle Park, Dixon, CA. Hwy 113, 11 mi. S of Dixon. King of the Hill Series. All D-36 classes. More than $15,000 in series cash and prizes. No pit riding, dogs or bicycles. Gate 6:30 pm, prac. 7:30, race 9. Entry $15 Sptsmn, $20 Plus $5 Pro. Entry for final $20 Sptsmn, $30 Pro (100% pb.) Info 209/529-0923 (Fred), 916/678-3592 (Buel).

OKLAHOMA MX
Motorcycle Raceways, Inc., uklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OREGON WEST BUTTE 100
Millican, OR. E of Bend, between mi. posts 31, 32. N on West Butte Rd., off Hwy 20, 2 mi. past Millican. All classes. 30% trophs. OMRA pts. OMRA memb. reqd. for OR res. 3 laps on 33 mi. course, 2 laps Begs. Spark arres., silencers reqd. Sign-up 7:30 am, race 10. Entry $15 Beg, $20 Am, Ex. KS Racing. Info 503/389-4313 (Brad Stankey).

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

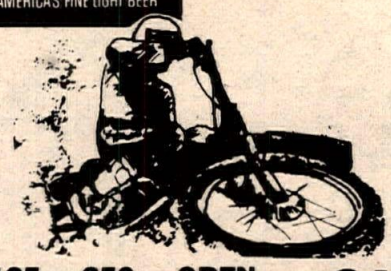
AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph.,

Coors AMERICAS FINE LIGHT BEER — CRC

Presents the Pro-Trac TRAILERS



$5000 MX

APRIL 17
SADDLEBACK PARK

125 — 250 — OPEN
$2100 PRO PURSE
PAYBACK BY MOTO & OVERALL

Sportsmen Receive
$3000 Pro Trac Gift Certificates
All 60, 80, 100, 125, 250, 500
CRC Vets, Beg, Nov, Int

PAYBACK SCHEDULE:

CLASS POSITION	1st MOTO	2nd MOTO	OVERALL
1	$50	$50	$125
2	$30	$30	$100
3	$25	$25	$60
4	$20	$20	$40
5	$15	$15	$25
6	$10	$10	$20
7	$10	$10	$10

All entries eligible for drawing for $1000 Pro Trac Gift Certificate.
Top three places in all classes eligible for 2nd drawing for $1000 Pro Trac Gift Certificate.
1st place in all classes eligible for 3rd drawing for $1000 Pro Trac Gift Certificate.
Gift Certificates are transferable, may be sold for cash.

PRO MAIL ENTRY $25.00
PRO POST ENTRY $35.00
SPORTSMEN MAIL $12.00
SPORTSMEN POST $15.00

Tilson Shumate, better known as the Wheelie Prince, will attempt to ride a full lap on the rear wheel

MAIL YOUR ENTRY TO CRC: 24518 Island Ave., Carson, CA 90745
FOR MORE INFO CALL CRC HEADQUARTERS (213) 830-7519

CALIFORNIA RACING CLUB PRESENTS
COORS GRAN PRIX
CRC '83
APRIL 17, 1983

Coors GRAN PRIX — CRC 83

8:00 Parade Lap
8:30 All Minis
9:30 All ATV's
10:30 500 Beg/ Nov/ Int
11:30 Parade Lap
12:00 +30, +40, M +Vets
1:00 250 Beg/ Nov/ Int
2:00 125/ 250/ 500 Pros
3:00 100/ 125/ 175/ Beg/ Nov/ Int
4:00 Team Race

SADDLEBACK
EACH CLASS RACE 45 MINUTES
20% TROPHIES • SUPERB FINISHER PINS

CRC GRAN PRIX & MX & A.T.V. POINTS
No post entry penalty for 2nd class entered.
MAIL ENTRY $16
POST ENTRY $20
CRC MEMBERSHIP REQUIRED
Entries OPEN NOW! In large classes the start position will be determined by postmark.

CASH TO PROS AND EXP.

DIRECTIONS
Take Santa Ana or Newport Frwy. to Chapman Ave. East. Go to Santiago Cyn. Road. Right on Santiago approx. 2 miles to Park on left.

Mail any standard entry and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB
24518 Island
Carson, CA 90745
For info call (213) 830-7519
CRC

CALIFORNIA RACING CLUB PRESENTS
TENDERFOOT ENDURO

20% TROPHIES
CRC POINTS
Apr. 10, 1983
Rand
2 LOOPS
START 8 a.m.

This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles.

Mail Entry — $20.00
Post Entry — $23.00
Non-Members add $4

A.T.V.'s
Mail Entry — $20.00
Post Entry — $23.00

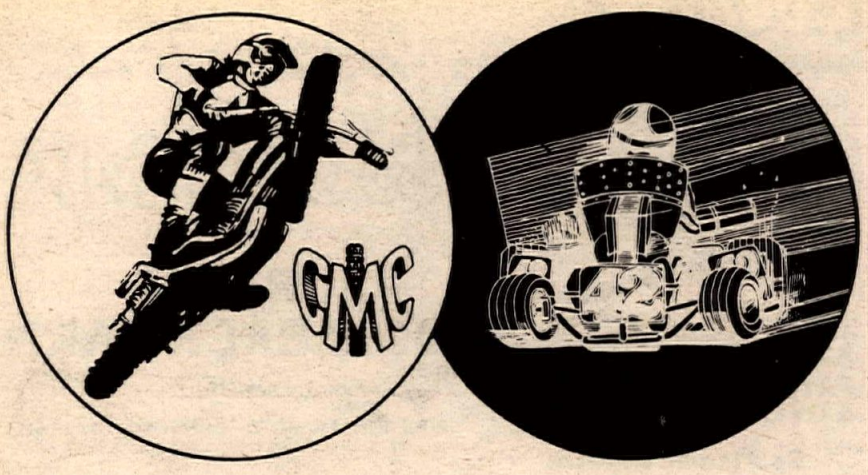
Special Beginner Class
1 Loop — No Mem. Req.
No Trophies
$15 Mail — $18 Post

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB • 7601 Arlington Avenue — Riverside, California 92503 Info. (714) 689-6114

Open 7 Days 714-558-1584
CMC—MX — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Phone: (714) 689-6114

WEEKLY DIRT TRACK PRO PAYBACK



J.C. Agajanian Presents:

MOTO-CROSS

SEASON OPENER WED. APR. 13

5:00 GATES OPEN • 6:30 SIGN-UP CLOSES • 6:00-7:00 PRACTICE • 7:30 FIRST RACE

"Course will be completely graded!"

J. C. AGAJANIAN'S Ascot

18300 S. VERMONT, GARDENA
(714) 557-3323 (213) 323-5055

PRO-AM KARTS
BURRIS TIRE SERIES
*
QUARTER-MILE
THUR., APRIL 14

TOYOTA, OFFICIAL CAR OF ASCOT PARK

CMC LICENSE REQUIRED - MAY BE PURCHASED AT TRACK • ALL CLASSES WED. AND THUR.

30% TROPHIES • Entry Fee - $12.00, Adults - $5.50, Juniors $3.50, Kids (9-12) $2.00

Need CASH? CYCLE NEWS want ads will work for you.

Tank Slappers M.C. Presents
LOST COYOTE HARE & HOUND
Plaster City West
APRIL 24th
Arrowed from I-8 and Ocotillo off ramp
Three 30 Mile Loops
AMA Dist. 38 Points
9:00 a.m. Start
Finisher Pins
Entry Fee $12.00
Bring a new rider to join District 38 and race for FREE!
INFO: (619) 427-5759

See us for motorcycles, ATCs, Odysseys & Generators
Whittier Honda
14324 East Whittier Blvd.
Whittier, California 90605
(213) 698-0065

MANUFACTURER OF MOTORCYCLE AND ATV SPECIALTIES
INTERNATIONAL MOTORSPORTS
IMS
(714) 781-5849 Riverside, CA.

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
Apr. 10-24
INDIAN DUNES
Apr. 17
SPROCKETS PARK
AME P.O. Box 1421, Reseda, CA 91335
(213) 881-5778

Anaheim Hi-Siders G.P.
Carlsbad Raceway
April 30, May 1
See Calendar For Details

AFM
1983 Race Schedule
Apr. 23/24 — Willow Springs
May 1 — Sears Point
May 21/22 — Willow Springs
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

CANYON RACEWAY
Sand & Dirt Competition At It's Best
1½ miles west of 99th Ave & Carefree Hwy
Phoenix, Arizona

Road Racing
Texas World Speedway
College Station, TX
April 16 & 17
Regional Sprints +
6 Hr. Continental Tire Endurance
803/784-3105

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int receives $100 savings bond, 1st place Nov receives $50 Savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio, TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

WASHINGTON MOTOCROSS
17 mi. W of Yakima, WA on Lower Ahtanum Rd., ¼ mi. S [illegible] Tampico store. All classes, 20[illegible] trophs., 100% Pro pb., yrly pts [illegible] on opener, free admiss. for ri[illegible] Gate 8 am, prac. 9, race 10:3[illegible] Entry $10, $25 Pro. Trailhead Prom. Info 504/248-1472, 248-9113 (Pat McCafferty).

CHANGED TO APRIL 3

CMC SPILLWAY MX
Spillway Park, Santa Maria, CA. N Broadway at Hwy 101 off-ramp. All classes, 30% trophs., Pro pb. Free o/n camping. Gate 7 am, prac. 8, race 9. Entry $12 Sptsmn, $17 Pro, spec. $4, under 12 $2. CMC. Info 805/925-0055 (Wm. Ashbrook).

CRC TENDERFOOT ENDURO
Rand, CA. All classes, 20% trophs. 2 loops, C under 16, Minis, Women, Beg do 1 loop. CRC pts. 8 am start. Entry $20, $23 post, non-memb. add $4. CRC. Info 714/689-6114

CALIFORNIA TT ROUGH SCRAMBLES
Perris Rcwy., Perris, CA. Fwy 15 to Hwy 74E, 8 mi. to Ellis, lft. to track. European-style scrambles, part of 8-race series, $10,000 in contingencies. SPEED Racing. Info 714/658-6355, 771-3809.

AMA D-36 TT
Lodi Cycle Bowl, Lodi, CA. Hwy 99 between 8 mi. and Armstrong Rd. Exit E Frontage Rd., 5801 Morse Rd. All classes. Gate 9 am, prac. 10, race noon. Entry $10. $13 Pro, watch $4. Lodi M.C. Info 209/931-3722, 368-7182 (Barbara).

WASHINGTON CROSS COUNTRY
165 mi. E of Seattle, WA. I-90, turn S at Vantage Bridge on Tri Cities Hwy, follow signs. All classes. 30% trophs., cash and new bike drawing among finishers. Gate opens April 8. Entry $20. Stumpjumpers M.C. Info 206/392-2610 (S. Tisden).

OKLAHOMA MX
Mooreland, OK. 7.3 mi. N of Mooreland on Hwy 50. All classes. Gate 8 am, prac 9, race 10:30. Gate $5, entry $8. Country Motocross Inc. Info 405 994-2533 (Rita Maddux).

TEXAS TWIN CITIES MX
Twin Cities MX Park, Denison, TX. Between Sherman and Denison behind Jock Barnett Honda. All classes plus 3-whlr & Ody & playbike. Gates open @ 8a.m., prac. 9, race noon. Adm. $3, entry $7. Info 214/463-1614 (Bill Jennings).

CALIFORNIA HARE SCRAMBLES
Lucerne, CA. Limed from Y-Cafe in Lucerne. Team race. Start 9 am. Entry $14. Badgers M.C. Info 213/368-1025 (Bob Morris).

MOTANA HCMA MX
Pablo, MT. 1½ mi. N of Pablo. All classes. Sptsmn trophs., 100% Ex pb. Sign-up 7 am, race 9. Entry $7, $12 Ex. High Country Motcross Assn. Info 406/676-5000 (Ronan Cycle).

AMA D—36 MARYSVILLE MX
Marysville, CA. E Street Bridge Track. Hwy 70 to N Beale Rd. over levee on Shad Rd. All classes. AMA, D-36 cards avail. at track, silencers reqd., no pit riding. Gate 6:30 am, prac. 7:30, race 9. Entry $15, $20 Pro, watch $4, 6-12 $1. Info 916/695-2727 (Charlie Sexton).

IDAHO EIMA MX
Idaho Falls, ID. S on Ammon-Lincoln Rd. All classes. 33% trophs., 150% Ex pb. O/N camping. Gate 7 am, prac. 9, race 10:30. Entry $10, $15 Ex. Info 208/524-3962 (Bob Krah).

CALIFORNIA ENDURO
Las Padre National Forest, Pozo, CA. Hwy 110 to Santa Margarita, follow signs. All classes. Entry $21 A,B, $19 C. Cal Poly Penguins. Info 805/544-3736 (Robb Duff), 543-2023.

CRC DEANZA MX
DeAnza Cycle Park, Sunny Mead, CA. All Classes. 30% trophs., Pro pb. Free o/n camping, 1 gate fee for entire wknd. Prac. 8 am, race 9:30. Entry $6, watch $4, memb. reqd. Info 213/830-7519.

CALIFORNIA CMC SAND HILL MX
Sand Hill Ranch, corner of Camino Diablo and Vasco Rd., Brentwood, CA. All classes, gate 6:30a.m., sign in 7, race 9. Entry $15, Pro $20, watch $5. Info 415/798-5695, 634-3328.

AMA WRANGLER SUPER SERIES MX
Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, E 7 mi. to Santiago Canyon Rd., rt to track. 125, 250, 500 National. Gate 6 am, prac. 10, race 1 pm. Tickets $12 at gate, Ticketron $10. Info 213/868-8812.

APRIL 15

CALIFORNIA CYCLE SWAPMEET
Orange County Fairgrounds, CA. S end of Newport Fwy (55). Bikes, parts, accessories. 6-10 pm. Free parking. Inter-Shows. Info 714/498-6861.

AMA D-36 SHORT TRACK
Cycleland Spwy., 14 mi. S of Chico, CA on Hwy 99E. Classes, Mini, 125 2-stk./200 4-stk., 126-250, 251-500, 6 rider min./class. Class C trac, reqd. Gate 5:30 pm, prac. 7, race 8. Entry $8.50, Semi-Pro $12.50, watch $3½, 6-12 $1. Moural Associates. Info

APRIL 15-17

NEVADA LAS VEGAS '400'
Las Vegas, NV. All classes. Sptsmn. troph., 50% Pro pb. New figure-eight course, approx. 100 mi. Entry $330 plus $30 insur. Info 702/457-0343.

APRIL 16

AMA SACRAMENTO MILE NATIONAL
Cal Expo Fairgrounds, Sacramento, CA. 25-lap Camel Pro Series Nat'l Championship Mile. Gates open 5 pm, races 8. Tickets $10-25. Advance tickets, Howe Ave. Box Office, Sacramento, 916/920-1121. Agajanian Enterprises. Info 213/321-5323.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 to Airport Rd., S to Rancho Rd., turn lft and follow signs. All classes, min. 4 riders/class. Trophs, to Sptsmn, 100% pb. to Pros. Free o/n parking, bfast and lunch avail. Silencers, D-36 nos. and colors reqd. Gate 6:30 am, prac. 7:30, race 9. Entry $15 Sptsmn, $20 Pro, $4 watch, child $1. Moto One Inc. Info 916/223-5600, 221-3118 (Brent Davis).

CALIFORNIA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. M/Cs and Minis, Nov, Jr, Ex. Also 3-whlrs, micro midgets. Track 1/8th mi. Gate 5 pm, prac. 6:30, race 7:30. Entry $10, $15 Ex. Monterey Bay Rams. Info 408/394-8225 (Bob Rosa).

CALIFORNIA SATURDAY REDDING MX
Redding MX, Redding, CA. Hwy 44 to Airport Rd. S to Rancho Rd. Turn Lft and follow signs. All classes, min. 4 riders, troph for Sptsmn, 100% p.b. for Pros. Free o/n park, b'fast & lunch avail., s'lncrs, D-36 #s & colors req'd. 7:30a.m. prac., race 9. Entry $15, $20 Pro, $4 watch, $1 child. Moto One, Inc./AMA D-36. Info 916/223-5600 (Brent Davis).

APRIL 16-17

AMA D-36 Shasta Dam GP
Shasta Dam, CA. Minis and 3-whlrs on Sat. All classes Sun. $1,000 silver bar to overall winner. D-36 rules, card reqd. Sign-up Sat. 11 a.m.-6 p.m., Sun. 7 a.m. Start Sat. and Sun. 2 p.m. Entry $22, $30 post, minis and 3-whlrs $12. V-R Racing. Info (nights) 916/243-4277.

AMA SUPERBIKE ROAD RACE
Riverside Rcwy., Riverside, CA. Sat prac and AFM club races, Sun Superbikes, Formula 2. Gate Sat, Sun 8:30, race Sun 10:30. Tickets Sat $5, Sun $10, combined $12. Info 714/653-1161.

APRIL 17

HILLTOPPERS ROSARITO BEACH GP
Rosarito Beach, Baja California, Mexico. All classes, incldg. ATV. 20% trophs., SRA pts. All other affiliations welcome. Start, pits and finish in Rosarito, new shorter (23 mi.) course, no rocks. 10 a.m. start. Entry $23, $30 post. Hilltoppers M.C. Info 213/428-4971, 714/994-1170.

ARIZONA ADRA GRAND PRIX
Fifth annual Sells GP. Classes for all ages, skill lvls., family-oriented racing. Info ADRA 1408 E, Granada, Phoenix AZ or 602/252-1900.

SOUTH DAKOTA BRA MX
Rice Rcwy., Hwy 79, Rapid City, SD. All classes. 30% troph., Pro pb. and pts. fund. Practice 10 a.m., race 11. Entry $10, $15 Pro, BRA memb. reqd. Borderline Racing Assn. 605/348-8361 (Dale Friend).

ARIZONA STATE CHAMPIONSHIP MX SERIES
Thunder Valley Rcwy., Mayer, AZ. Prescott Hwy. 8½ mi. W of I-17, 2½ mi. W of Mayer. All classes incl. Stk. and Mod. 33% troph. to 5 places, 100 % Expert pb. to 5 places. Gate 7 a.m., prac. 8:30. Gate fee $4, $2 child, $5 bike fee (deducted at sign-up). Series trophs. to 3rd, series awards at banq. info 602/583-0575, 934-5027.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

IDAHO HARE & HOUND
Bruneau, ID. S of Bruneau, 50 mi. SE of Boise. All classes. Trophs., fin. pins, SIDRA pts. 2 loops, 80 mi. total, Minis 40-mi. loop. Drawing for $500 of riding gear. Sign-up Sat 5-7 pm, Sun 8:30-10:30 am, race 11. The Bird Bunch. Info 208/587-3319 (Hon-Yam of Mtn.), 587-3130 (Gary), 587-8851 (Bert).

AMA D-36 TT
Lodi Cycle Bowl, Lodi, CA. Hwy 99 between 8 mi. and Armstrong Rd. Exit E Frontage Rd., 5801 E Morse Rd. All classes. Gate 9 am, prac. 10, race noon. Entry $10, $13 Pro, watch $4. Lodi M.C. Info 209/931-3722, 368-7182 (Barbara).

OREGON OMRRA ROAD RACE
Portland Int'l Rcwy, Portland, OR. West Delta Park exit off I-5 at OR/WA border. 450,550, 750 & Open prod, 600, 850 & Open cafe, F-1, F-2 & Sup'Bke. 0-650 twins & 651-Open twins classes. X'Int faciljties, right off frwy, CA riders welcome. Gate 7a.m., prac. 9. Gate fee $4, trop. class $20, Money class $25. Oregon Motorcycle Road Racing Association. Info 503 226-6550 (Jeff Doan).

AMA D-36 BENEFIT MX
Lions Club Track, -Fernly, NV. Just off of I-80. All D-36 classes, troph. only, no p.b. This race to benefit D-36 awards banq. Gate 6:30a.m., sign up 7, prac 7:30, race 8:30. All classes $15. District 36/AMA. Info 209/267-0312 (Charles Schafer).

AMA D-36 RIDGERUNNER MARATHON
Santa Cruz County F'grounds, Watsonville, CA. Hecker Pass Rd - Hwy 152 Watsonville. 125, 250, Open Nov., Am/Ex comb. Troph. AMA & any D-36 card req'd. No prac. or concessions. Gate $3 adults, und. 12 free. Nov. sign up 8:30a.m., race 10. Am/Ex sign up 10, race 12:30. Riders (1 or 2) $15 plus gate. Santa Cruz Ridge Run-

ners/AMA D-36. Info 408/475-3619 (John Moore).

CALIFORNIA SHR MARATHON
Sand Hill Ranch, Brentwood,CA. Corner of Camino Diablo and Vasco Rd in Brentwood. Sign up 9a.m., race 11. Info 415/798-5695, 634-3328 (Tom Anderson).

TEXAS AMATEUR SUPERCROSS
Cotton Bowl, Dallas, TX. All classes plus Seniors & 3-whlr. Troph, AMA sanct. Races start 8a.m. Entry $50 per class. Super Sport Promotions. Info 813/822-8929 (Judy Maxwell).

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. All classes. Gate 7:30 am, prac. 9, race 10. Entry $5, $10 Pro, gare $4. Info 206/631-1550 (Lynn Howland).

CRC PRO-TRAC MX
Saddleback Park, Orange, CA. Fw 55 to Chapman exit, E 7 mi, to Santiago Canyon Rd., rt to track. All classes. $2,100 Pro purse, Sptsmn divide $3,000 worth of Pro-Trac gift certificates. All entries eligible for $1,000 gift cert. Entry $12, $15 post, Pros $25, $35 post. Info 213/ 830-7519

CRC COORS GRAND PRIX
Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, E 7 mi, to Santiago Canyon Rd., rt to track. All classes. 20% trophs., fin. pins. Pro/Ex pb. Parade lap 8 am, races start at 8:30. Entry $16, $20 post. CRC memb. reqd. Info 213/830-7519.

APRIL 20

CALIFORNIA UEA EDURO DRAWING
Drawing for UEA's 'Not So Tuff-E-Nuff' Enduro. Old fashioned fun enduro. Drawing 8 pm at Straw Hat Pizza, 10729 South St., Cerritos, CA. A's, B's and C's drawn seperately. Info 213/ 425-3086 (510pm).

APRIL 22,23,24

CALIFORNIA CUSTOM CAR, CYCLE, HOT—ROD SHOW.
County Fairgrounds, Victorville, CA. Two giant bldgs. with displays and attractions. Fri 6-11 pm, Sat 1-11 pm, Sun 10 am -8 pm. R.G. Canning Productions. Info 213/588-1934 or 587-5100

APRIL 23

CALIFORNIA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. M/Cs and Minis, Nov, Jr, Ex. Also 3-whlrs, micro midgets. Track 1/8th mi. Gate 5 pm, prac. 6:30, race 7:30. Entry $10, $15 Ex. Monterey Bay Rams. Info 408/394-8225 (Bob Rosa).

AMA D-36 PRO SHORT TRACK
Hillsferry Spdwy., Newman, CA. Gate 4 pm, prac. 6, race 8. Entry $10, $10 pit pass, $8 watch. AMA-sanctioned. Info 408/463-0548, 209/ 578-3108.

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. Pro regional championship, $1,500 purse. Gate 7:30 am, prac. 9, race 10. Entry $25 at gate. Info 206/631-1550 (Lynn Howland).

April 23-24

CALIFORNIA CLASSIC & ANTIQUE M/C RALLY
Hanford, CA., at courthouse square. Classic and Antique m/c rally, show & swap meet. Take Hwy 99 to Hwy 198, go W 11 mi. to Hanford, corner of Douty & 9th. Concours judging. Classic, Antique, Mod. Class., dirt comp, Rd. Comp. classes. Registration 23rd 8a.m.-10, judging 10-1. Sunday ride 24th 10 a.m.-3p.m., swap meet both days 8a.m.-4p.m. $20 entry for judging or swap meet. Spectate free. Info 408/659-4958 (Frank), 213/868-2-032 (Kerry).

CALIFORNIA AFM WILLOW RR
Willow Springs Rcwy, Willow Springs CA. Hwy 14 N to Rosamond Exit, then Lft 5 mi. to track. Open practice & rider school on 23rd 9a.m. - 4:30p.m. $40 all day. Road race on the 24th. Stk Prod, Mod Prod, Sprstrt, Singles, Twins, GP & Sidecars classes. Troph to top 3 plus first Nov. ea. class. Gate 7:30a.m., prac 9, race 12:30. $25 first entry, $10 ea. add. entry. Watch $5, und. 12, park, pit pass, program free. American Federation of Motorcyclists. Info 213 916-2583 (Harry).

April 24

OREGON AMA MX
Mt. View Rcwy., Sandy, OR. 4 mi. SE of Sandy. Hwy 211 to Bornstedt Rd., lft to Rude Rd., rt to track. All classes. 30% trophs., 100% Pro pb. Gate 6:30 am, prac. 8, race 9. Entry $10, $15 Pro. Info 503/668-9409 (Ron Long).

PHOENIX MOTORCYCLE DRAGS
Phoenix Rcwy., 10 mi. N of Sun City, AZ on Grand Ave. 19421 W. Jomax Rd. 3 ET brackets. $150 win, $75 2nd, $25 3rd and 4th. Begs $75, $35, $20, $20, trophs 1st, 2nd. Bonuses for highest placing brands, low ET, high mph. Gate 9 am, time trials until 1, race 2. Entry $15, Beg $10. Arizona Dragbike Assn. Info 602/ 978-6628 (Bill Spencer).

NEVADA AMA GRAND PRIX
Winnemucca, NV. Winnemucca Mt., follow lime and signs to pits, 5 mi. N of Winnemucca on Hwy 95. All classes. Silver belt buckle for 1st ovall., fin. pins, hats, t-shirts, contingencies. Start 10 am. Entry $25. Flying W's M.C. Info 702/623-3588, 702/623-3577.

AMA D-36 MARATHON
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. andHwy 152. All classes. Trophs. AMA CA. Vasco Rd. All state clubs welcome. Sat, Sun 3 motos. Entry $30 OT, $20 Supp. Sierra Oldtimers. Info 916/332-1052 (Don Montgomery).

ARIZONA ROAD RACE
Phoenix Internatinal Racwy., Phoenix, AZ. 115th Ave. and Baseline Rd. Box Stock ,Superstreet 450, 600, 800, Open. Trophs. 1st to 3rd, contingencies. Will accept AFM, SNRR, MRA, WERRA cards in lieu of new rider's school. Gate 7 am, new riders 7:30, prac 9, race noon. Entry $30, add. classes $15, new riders $15, membshp. $10. Phoenix Road Racing Organization. Info 602/973-2185, 247-5542 (Kevin Elliott).

AMA D-36 SHORT TRACK
Hillsferry Spdwy., Newman, CA. All classes, plus Odys, 3-whlrs. Gate 9 am, prac 10, race noon, ATV/Ody race 3. Open prac for Pros at 7 pm. All districts invited. Info 408/463-0548, 209/578-3108.

CALIFORNIA ARROYO MX
Arroyo Cycle P[illegible]an Bernardino, CA. All class[illegible]ate 7 am, prac. 8, race 9:30. [illegible]try $10, $15 Pros. Info 714/689-6114. CANCELED

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. All classes. 100% pb. Gate 7:30 am, prac 9, race 10. Entry $5, $10 Pro, gate $4. Info 206/631-1550 (Lynn Howland).

ARIZONA STATE CHAMPIONSHIP MX SERIES
Canyon Rcwy., Phoenix, AZ. Carefree Hwy 8½ mi. W of I-17. All classes incl. Stk. and Mod. 33% trophs. thru 5 places, 100% pb. to Experts thru 5 places. Gate 7 a.m., prac. 8:30, race 9. Gate fees $4, $2 child, $5 bike fee (deducted at sign-up). Series trophs. to 3rd, awards at banq. Info 602/583-0575, 934-5027.

TEXAS DEVIL'S BOWL HM
Devil's Bowl Spdwy., Dallas, TX. E Dallas off I—20 at Lawson Rd. exit. All classes. Gate 10 a.m., prac. noon, 2. Large cash troph. dash. Am. racing interm. Info 817/488-9133 (Bob Bagwell).

AMA D-36 LITTLE POLECAT ENDURO
Twain Harte, CA (near Sonora). All classes. Trophs. to 1st ovall., 1st B,C. AMA rules, D-36 card reqd., license plts. or green stickies reqd. Entry $15, $18 post, 3-man team $6 (name change $2). Merced Dirt Riders. Info 209/524-6589, 521-0799, 383-0319.

AMA D-36 MAMMOTH BAR MX
Mammoth Bar (Auburn), CA. Hwy 80E towards Auburn, exit at Forest Hill Auburn Ravine Rd., follow Forest Hill signs for 3 mi., rt on Old Auburn Forest Hill Rd., go 1½ mi., track on lft. All classes, trophs. to winners, 100% Pro pb., gift certs. to Nov winners. Gate 6:30 am, prac. 7:30, race 9. Entry $15 Sptsmn, $20 Pro, $5 spec. DeMello MX Prom. Info 916/722-0355 (Vasco De Mello).

AMA D-36 KING OF HILL MX FINAL
Argyll Cycle Park, Dixon, CA. Hwy 113, 11 mi. S of Dixon. Championship final for series. All D-36 classes. More than $15,000 in series cash and prizes. No pit riding, dogs, or bicycles. Gate 6:30, prac 7:30, race 9. Entry $20 Sptsmn, $30 Pro (100% pb) Info 209/529-0923 (Fred), 916/678-3592 (Buel).

UTAH WIDOWMAKER HILLCLIMB
Salt Lake City, UT. America's richest hillclimb, $1,000 to first over, $1,000 to winner-take-all exhibition. Bees M.C. Info 801/561-1453 (Jack Carlton).

AMA D-38 HARE & HOUND
Plaster City West, CA. Follow arrows from I-8 and Ocotillo. All classes. 3rd annual Lost Coyote H&H. No memb. reqd., but riders w/out D-38 card must have proof of age or release from parents. No pre-run. Fin. pins. Sign-up 4-8 pm Sat, 7-8:30 am Sun. Race 9 am. Entry $12. Tankslappers M.C. Info 619/423-7241 or 277-5800.

AMA D-37 HARE & HOUND
Soggy Dry Lake, CA. Limed from Y-Cafe in Lucerne Valley. All classes, but no ATV class. 2 45-mi. loops, Begs do 1 loop. 9 am start. Entry $14, Huntington Beach M.C. Info 714/637-4468, 213/425-2533 (Ron Paproski).

WYOMING BRA MX
Gillette Rcwy., Gillette, WY. All classes, incl. Vets, Enduro, Old Iron, ATV. 30% trophs., Pro pb. and pts. fund. Prac. 10 am, race 11. Entry $10, $15 Pro. BRA memb. reqd. Borderline Racing Assn. Info 605/348-8361 (Dale Friend).

NEBRASKA MOTOCROSS
Wellfleet, NB. I-80 and North Platte Hwy 83S 25 mi., W 2 mi., NW 1¼ mi. All classes, plus Enduro and 3-whlr. 33% Sptsmn trophs., 150% Pro pb. Coor Midwest Series pts. No memb. reqd. Gate 9:30, prac. 10:30, race noon. Entry Sptsmn $9, Ex $11, spec. $3. Info 308/534-5176 (Brian Summers).

AMA D-37 ST, TT, SPEEDWAY
Indian Dunes Rcwy., Valencia, CA. I-5 to Hwy 126. All classes. 30% trophs., 80% Pro pb. New track, speedway not AMA sanctioned, any traction on TT. Gate 7 am, prac. 8:30, race 9. Gate fee riders and bikes $7, minis $6, watch $4, 6-14 $3. Entry District $10, non $12, Pro $15. Lightweights M.C. Info 714/771-3809.

APRIL 30

WASHINGTON MOTOCROSS
17 mi. W of Yakima, WA on Lower Ahtanum Rd., ¼ mi. S of Tampico store. All classes, 30% trophs., 100% Pro pb., yrly pts. Race on Sat, before Gold Cup Race on other side of Valley. Gate 8 am, prac. 9, race 10:30. Entry $10, $25 Pro. Trailhead Prom. Info 509/248-1472, 248-9113 (Pat McCafferty).

April 30-May 1

AMA D-37/38 GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. Sat-Odys, Sidecars, ATVs, Vets, Minis, Unclass., first race 8 am. Sun OtH, Old Timers, Classified, Pros, first race 8 am. 80% pb. Entry $20, $24 non-AMA, $30 post. Pros $40, $50 post. Spec $6. Post mark determines start pos. Anahiem Hi-Siders G.P., 11382 Earlham, Orange, CA 92669. Info 714/997-8615, 597-6389

May 1

AMA D-37 UEA ENDURO
Anderson Dry Lake, Lucerne, CA. All classes. Unique fin. awards, decals. The 'Not So Tuff-E-Nuff Enduro,' old fashioned, fun enduro. 2 loops, 40 mi. each, designed for all skill levels. Drawing 4/20. Entry A's, B's, Women A's $16, C's and Women B's $12, post $4. United Enduro Assn. Info 213 425-3086 (5-10 pm.).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/ 978-0661 (Russ), 583-0575 (Tom).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30,

J. C. & Chris Agajanian Present:
CARMICHAEL HONDA

AMA 25 MILE NATIONAL CHAMPIONSHIP MOTORCYCLE RACES
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CRC RACE SCHEDULE
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DeAnza Cycle Park
SKOAL DAY
Apr. 17 — MOTOCROSS
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$2100 Purse,
$3000 Pro Trac Awards
Apr. 17 — COORS GRAN PRIX
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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Ace Tester leans the KZ1000R2 for the camera. An impression begins on page 28. Photo by Karel Kramer.

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VOICES

Phil Larson backers unite!

I am a long-time friend of the Phil Larson family and have taken a lot of time off work to travel with this racing family. This family has devoted most of little Phil's life to his racing, and for good reason. Phil is one of the most promising riders in the U.S. today.

Now, I've been told that after the CMC Golden State Series, Phil was to get a factory bike. Phil was told that if he would be a guinea pig for Honda's new mechanic, any breakdowns or DNFs would have no effect on Phil's getting the bike. This was *promised*!

Now that the Nationals are here, another rider got the bike, because on paper he looked better. If you people believe in Phil as I do, it would be greatly appreciated if you would write to Dave Arnold, Honda's motocross team manager, and let him know that a great wrong has been done to this outstanding young racer, and should be righted!

Write to Dave Arnold, Motorcycle Sports, American Honda, 100 W. Alondra Blvd., Gardena, CA 90247.

TOM TRACY
Belfair, WA

Sacto to Alaska on a Camel

Chicken Ranch Racing Enterprises is promoting a 3000 mile ride from Sacramento, Calif., to Fairbanks, Alaska. On June 13, 1983, I, Ken (Head Chicken) Heuser, will be leaving Sacramento aboard a new 500cc Moto Morini "Camel" motorcycle. I will be making the entire trip alone. The schedule I have set calls for stopping for gas, maintenance and short rest periods only.

Upon completion of this run in less than 80 hours I will have set a number of records. I have applied for the following records with the Guinness World Bood of Records: 1. To ride over 1000 highway miles in less than 20 hours; 2. To ride over 3000 highway miles in less than 96 hours; 3. To set a new overall record for traveling the 1520 miles of the Alcan Highway; 4. To make the fastest motorcycle ride up the Alcan Highway; and 5. To do all of the above alone on a motorcycle at age 47.

I will be leaving from the front of the Capital steps on Monday, June 13, 1983 at 8:30 a.m. I will leave the city and head north on Highway I-5. In less than 80 hours I will be entering the city limits of Fairbanks, Alaska. In traveling some 3020 miles I will have encountered every type of road there is, and a variety of weather conditions, with temperatures from 90° to below freezing. In completing this record run I will have tested both myself and the equipment to the limit.

Some of the equipment I will be using to make this record run are the 500cc Moto Morini "Camel" motorcycle; motocross boots and spare tubes by Hi-Point; Tour Lion jacket and trousers, Hella halogen driving lamps, and fanny pack supplied by Rocky Cycle Co.; Eutectic-furnished top quality materials for the welding modifications; Dry Moly for the rear chain and other lubricants by Certified Labs. Also I will be using a tank bag, thermal undergarments, spare cables and light bulbs, and necessary spares and tools for repair, if needed, along with a very unique engine driven tire pump.

With the help of the Ham operators to take care of the progress reports, road conditions, emergencies, and other communications, along with my faithful friends and crew I will have a successful record run.

KEN HAUSER
Orangevale, CA

Vintage update

Team Obsolete would like to add information to that which appeared in the coverage of the 1983 Daytona Vintage Grand Prix. We had four heavyweight entries: Dave Roper and Jeff Elghanayan, both G-50 mounted: Don Vesco on the ex-Mike Hailwood Manx Norton; and Phil Mahood on the ex-Gary Nixon Triumph 500. We scored a 1-2 sweep, (Roger and Elghanayan) and narrowly missed a 1-2-3 when Besco threw his chain while running a comfortable third. Mahood finished seventh with a misfire.

We would also like to thank our sponsors: Accessory Mart, Castrol, and Bell Helmets.

There is talk of a Vintage race at Laguna Seca this season. If this comes to pass, Team Obsolete will be there en masse.

ROB IANNUCCI
Brooklyn, NY

For a closer look at Roper's Matchless G-50, see p. 18...Editor.

To Southern California enduro riders

I'm writing this letter to address a concern that many of you have expressed; the difficulty of recent enduro courses, especially District 37 events. Many of you have complained about "killer enduros," where there is no let-up on terrain or speeds. You want to ride an enduro that is fun, yet challenging, a course where you will lose points and have your riding skills tested, yet still be able to go home with bike and body in one piece and be able to function the next day.

The United Enduro Association is holding its annual district enduro this year on Sunday, May 1. In the past, we have held the Tuff-E-Nuff enduro, a very demanding event, and the Silver Dollar enduro, designed for the family rider. This year, we are giving both events a rest, and are presenting a good old-fashioned, fun enduro, called the "Not So Tuff-E-Nuff."

Remember when enduros used to be fun? You could party on Saturday night and still get up and ride on Sunday. Remember riding terrain that was really neat and not beat-to-death whoop-dee-doo trails? Remember enjoying yourself and not having to wrestle your bike over 10 miles of baseball-sized rocks? Remember when enduros used to have "normal" speeds over most of the loop, and not constant 36 and 42 mph averages?

We're working hard to bring you our best enduro ever, an event that can be ridden by District and family enduro riders. We've enlisted Larry Langley, from CRC, to help select and evaluate our loops.

We invite everyone to join us on May 1 for a good, fun ride. Entry information can be found by calling 213/425-3086, 5-10 p.m. See you in the dez!

CHARLES B. BROWN
Referee, United Enduro Assn.

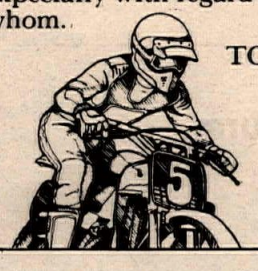
Red Line special

It is always gratifying to be recognized for one's accomplishments. On page 27 of the March 30 issue of *Cycle News* I was congratulated for winning the Daytona BOTT Amateur Modified Class with the help of Castrol Oil. The unfortunate point is that I am sponsored by Red Line Oil and have used only Red Line Oil, as has Kevin Bracken who placed second in the Expert Modified BOTT at Daytona.

Tim Kerrigan of Red Line has developed a fine product and we believe we have found horsepower through its use.

I am confident that Castrol's error was inadvertent, however, I feel it is important to set the record straight expecially with regard to who helps whom.

TONY GUEST
Avalon, CA



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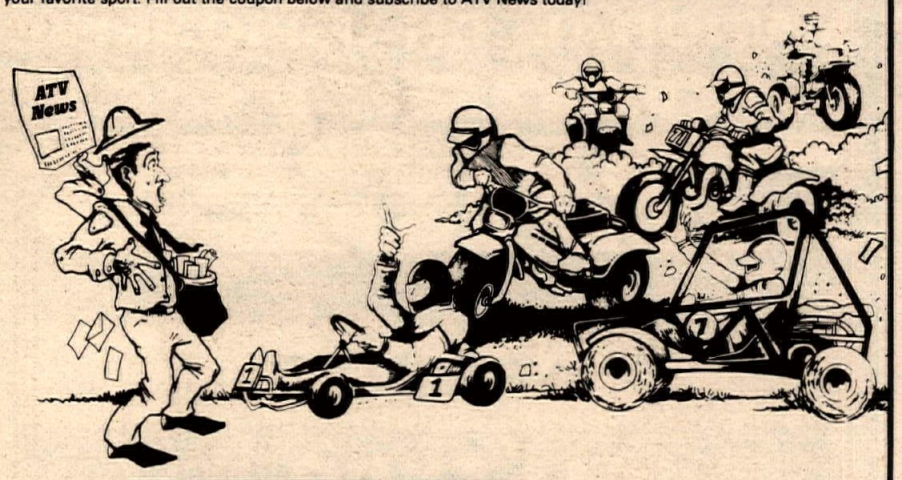

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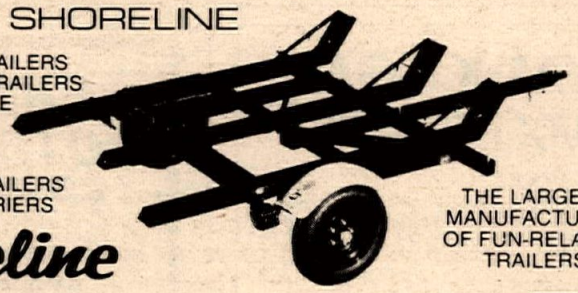

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Ask Your Local Dealer
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race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

ROAD RUNS

APRIL 17

CALIFORNIA SUN RUN
Garden Grove, CA. Tom's Cycle, 10965 Westminster Ave. Trophs., run pins. SCMA, AMA sanctioned. Sign-in 8-10 am. Entry $4.50, non-memb. add $1 Mixed Breeds M.C. Info 714/530-BIKE (Harry Fisher).

APRIL 23-24

YUMA PRISON RUN
Joe Henry Memorial Park, Yuma, AZ. Trophs, for sweepstakes, male, female solo, oldest, youngest rider, long distance, bingo, cycle games. Sign-in starts at park 4/22 at 5 pm. Entry $12 mail-in, $15 post. Norwalk Centaurs M.C. Info 213/695-8058 (Nick), 944-2180 (Bob).

APRIL 30-MAY 1

PALMS TO PINES TOUR
2nd annual Palms to Pines tour. 400 mi. weekend tour of Santa Barbara County, CA. Sat dinner, Sun bkfast., maps, free camping, fin. pins. Leave Santa Barbara Sat 8 am, Santa Barbara Riders. Riders $25, pass. $20. Info 805/966-2025 (Phil), 684-2998 (Marty), 682-6024 (Judy).

JUNE 5

RIDGE RIDERS POKER RUN
Colorado Springs, CO. 7th annual poker run. Fin. pins. Info 303/597-8246 (Doug Schmidt).

JUNE 23-26

USA NATIONAL SIDECAR RALLY
Sugar Pine Point St. Park, Lake Tahoe, CA. Hwy 89 N from Hwy 50, or Hwy 89 S from I-80. Tours, field events, movies, awards dinner, rally pins. Entry $30, $25 pass., under 17 free. United Sidecar Assn. Info 916/663-2201.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Indoor Short Track Budweiser Series Point Standings Sund Country Fairgrounds Red Bluff, CA Mar. 26-27, 1983 By Richard Mignano

250 NOV
Ed Orput
Rollen Eskew
250 JR
Robert Dampion
Todd Beecher
250 EX
Ken Gray
Dale Hansen
Larry Staggs
80 MINI
Robbie Bevens
Zachery Scott
David Mosier
PEE WEE
Janu Kusnik
Jason Smith
500 NOV
Peri Turner
Rollen Eskew
Mike Moeel
500 JR
Robert Damron
Darry Oneil
Brent Davis
500 EX
Bob Gibson
Doug Mignano
Walt Bevens
125/200 EX
Robbie Blagg
Dave Chaidez

O.M.C. Indoor Short Track Series Champions Caldwell, ID By Marvin Moto

MINI EX	
Richie Thurston	Kaw
125 EX	
Dan Lees	Yam
Roger Cromwell	Hon
Pete Keller	Hus
250 EX	
Denny Lee	Yam
Arney Wiek	Hon
Kelly Perkins	Hon
OPEN EX	
Jerry Moore	Hon
Danny Atkinson	Hon
Rod Reynolds	Hon

CRC Magic Mountain GP Indian Dunes Valencia, CA Mar. 20, 1983

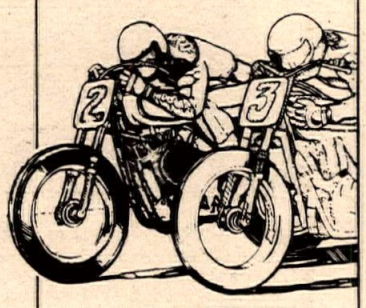
OTHG EX
Roll Over Rick
Too Tall Tim
Rat Hole Rocky
Klark Kent
Gregg Humboldt
OTHG INT
Jumpin Jack
Choke it Chuck
Silicone
Gas-O Glen
Wipe Out Wiley
OTHG AM
Beautiful Bruce
Negative Ned
Jeff Graham
Gringo Glen
Philthy Phil
OTHG NOV
Wet Willy
Drippy Dennis
Ball Bearing Bob
Junction John
HalfFast Herb
60/80
Lance Johnson
Jeff Reynolds
Doug Fisher
Scott Murphy
Kris Vensel
Jimmy Lewis
Doug Allen
Jeff Dunlap
Brock Suter
Ron Rosales
Paul Vlach
David Mercado
Tony Seckman
Mark Gabriel
Billie Paugh
+30/+40
James Weinert
Dean York
George Lazenby
Dan Ayers
Al Steinbaugh
Ken Kulluson
Alan Gerkey
Bill Baxter
Dave Kribell
Mike Goodwin
Bob Bell
Gilbert Zavala
Robert Dahlgren
Pat Dale
Ken McLean
100/125/175/
AM/NOV/BEG
Lance Johnson
Todd MacDonald
Diego Wong
Chris Balades
Curt Farrar
Peter Csulak
Duane Elliott
Mark Maxwell
Scott Boek
Danny Barnett
Jimmy Huizar
Leland Ayers
Dave Kenny
Chris St. Marie
Jim Spotts
250 AM/NOV/BEG
Dave Welty
Glen Wells
Mark Parkerson
Brad Williams
Derek Borg
Perry Scott
John Bumgarner
Eric Waddell
Charles Wertz
John Lovett
Bob Zamaroni
Robb Mesecher
Greg Ziegler
John Downey
Cam Johnson
500 AM/NOV/BEG/4-STK
John Ferro
Kenny Zahrt
Jamie Einbund
Ruben Falcon
Butch Baum
Randy Norman
Jere Mason Jr.
Bob Boldt
Doug Coolidge
Verlin VanZee
Matt Evangelista
Bob Burleigh
Edward Walters
Gig Henry
Mike Ferro
TEAM RACE
Jim Coffey/
John Whelchel
Randy Morales/
Jack Greenberg
Mark Parkerson/
Derek Borg
Russ Wageman/
Jim Spotts
Randy Owen/
Reggie Lamson
John Biffle
Lance Johnson/
Brand Johnson
Chris Balades/
Kurt Farrar
Kelly Virchow
Glen Commans/
Cam Johnson
Danny Kudrave
Ron Pinhero/
Ernie Waddell
Ernie Barba
Fred Hudgens
Lauren Brown/
Jim Wardel

Hi Point Series Winners Sand Hill Ranch Brentwood, CA By Geri Hopper

60 JR
Don Piantanido
80 JR
Todd Hicks
80 INT
Terry Bostard
125 JR
Jack Azevedo
125 INT
Tyson Vohland
125 PRO
Ed Menton
250 JR
Chris Davidson
250 INT
Claus Holmes
250 PRO
Scott Rebuck
OPEN JR
John Madrid
OPEN INT
Randy Law
VET JR
Felix Conley
VET INT
Gary McPherson
VET MASTER
Paul Bostarom
OPEN PRO
Joey Schlag
OT JR
Rick Parkinson
OT INT
Gary Arnolds
OT MASTER
Dick Mann

Sand Hill Ranch MX Brentwood, CA Mar. 20, 1983 By Geri Hopper

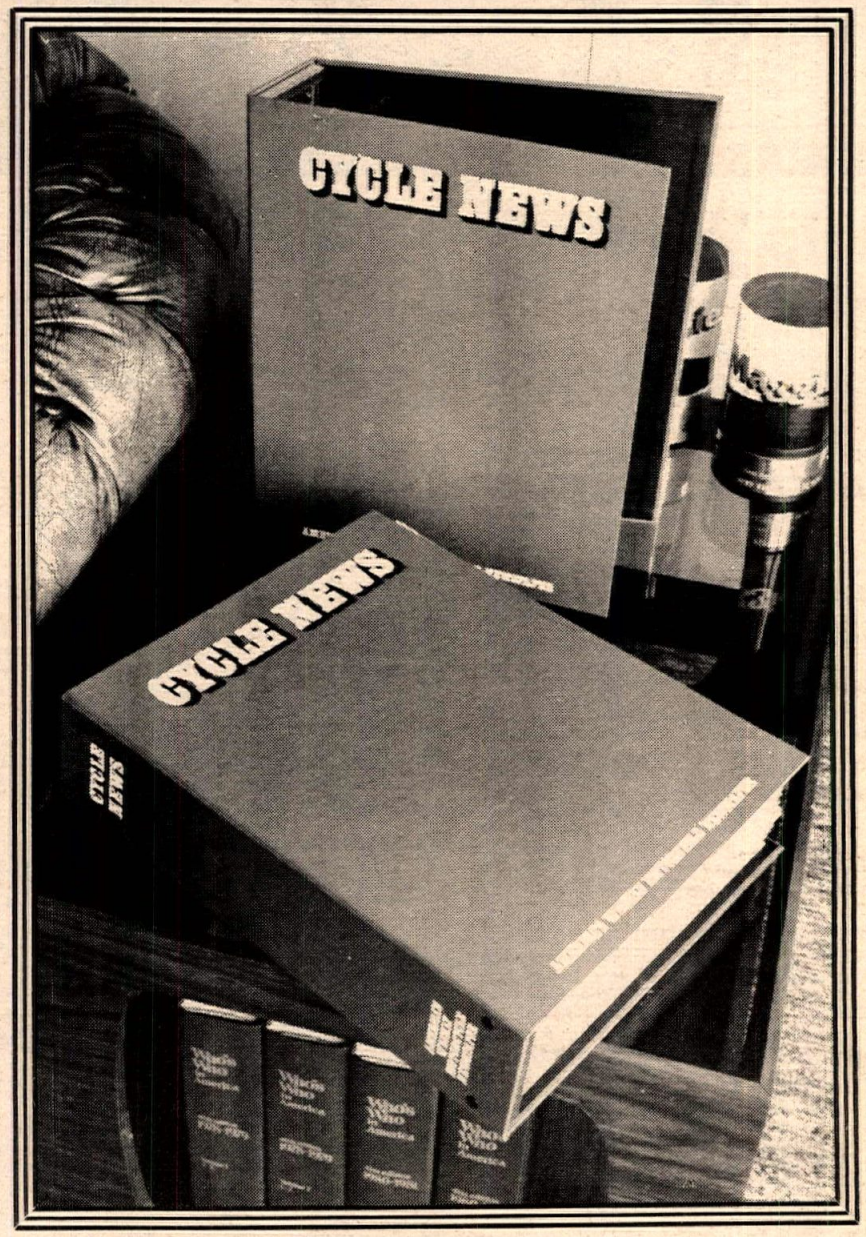
60 JR	
Don Pantorida	Hon
Jeannei Pruitt	Yam
80 JR	
Todd Hicks	Yam
Jan King	Hon
Mark Pearce	Yam
80 INT	
Terry Bostard	Kaw
Scott Stone	Yam
80 EX	
Tony Flares	Yam
VET JR	
Felix Conley	Hon
Steve Reeves	Mai
Roger Tollar	Mai
VET INT	
Gary McPherson	Hon
Larry Baker	Hon
VET MASTER	
Steve Ferroni	Hon
Scott Davis	Hon
OT JR	
Rick Parkinson	Suz
OT INT	
Gary Arnolds	Hon
Glenn Pruitt	Hon
OT MASTER	
Dick Mann	
Duane Spence	Hon
125 JR DIV 1	
Doug Hamilton	Yam
Hector Alcola	Yam
Mickey O'Shoughnessy	Suz
125 JR DIV 2	
Steve Luente	
Jack Azevedo	Hon
Shawn Freiling	Kaw
125 INT	
Tyson Vohland	Hon
Rodney Harriger	Yam
Danny Boles	Hon
125 PRO	
Ed Minton	Hon
Shawn McConn	Hon
Danny Dennis	Hon
250 JR DIV 1	
Brent Patterson	Yam
Chris Davidson	Yam
Steven Tavor	Suz
250 JR DIV 2	
John Madrid	Suz
Jess Guyman	Hon
Ron Datto	Hon
250 INT	
Russ Daley	Suz
Clans Holm	
Don Paclysch	Hus
250 PRO	
Jim Ellis	Yam
Scott Rebuch	Hon
Brett Cahois	Hon
OPEN JR	
John Madrid	Suz
John Malchaski	Hon
Kevin Lawrence	Yam
OPEN INT	
Randy Law	Hon
Jim Ashley	Hon
OPEN PRO	
Joey Schlag	Hon
Jerome Heiberger	Hon
Jim Ellis	Yam



TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Got the ripped-up, dog-eared, yellow page blues?



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Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (205/TFN)

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Motorcycle sales experience. Excellent pay and benefits include: Profit sharing, medical and dental. Call Bill McLean at KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (206/TFN)

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Exciting MOTORSPORTS production company based in Laguna Beach is looking for a self starter with general sales experience in the MOTORSPORTS industry. Specific experience/ability with handling dealer groups, distributors, associations, etc. Excellent starting pay & benefits for the right person. Mail resume to: JOHN BRADLEY, 920 Glenneyre, Suite X, Laguna Beach, CA 92651. NO PHONE CALLS PLEASE. (213/14)

MECHANIC — PROTOTYPER
We have room for 1 mechanic — prototyper. Commission profit sharing or contract labor. Should be comfortable in non smoking environment. For a real opportunity contact now: RICKEY RACER PRODUCTIONS, 755 W. 17th St., Costa Mesa, CA 92627. (714) 631-0417. (213)

Sales Rep's Wanted
Nationally recognized part manufacture producing high quality machined aluminum products for HARLEY-DAVIDSON motorcycles. You must have strong existing dealer routes; aggressive self starters only. Limited positions available. Send resume to: 319 N. Avalon Blvd., Wilmington, CA 90744 or call (213) 326-2204. (113/14)

HONDA MECHANIC
Experienced HONDA mechanic needed at once. Call Slim at: ORANGE COUNTY HONDA (714) 978-6381. (212/13)

Sales Reps Needed
Experienced sales persons needed in Texas. Please send resume and call Chris Carter at ROCKYS CYCLE, 1250 Elko Drive, Sunnyvale, CA 95086. (408) 734-3750. (212/13)

Isn't it time to make a change
Large So. Calif. HONDA dealership has openings for qualified professional, experienced HONDA technician. Excellent pay. Good working condition, uniform, paid vacation & profit sharing. Call (213) 466-7191 ext. 38. (213/14E)

R & D Technical Advisor
KERKER is looking for person with motorcycle experience in R & D plus sales. Responsibilities: Liaison between R & D & sales, coordinate and instruct technical information to sales staff, answer consumer technical questions by phone, participate in trade shows, some R & D work required. Requirements: Sales flair, good motorcycle technical background, some mil, lathe & welding experience. Send resume or call Marsha, KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (213) 999-3060. (213)

Yamaha Parts Man
Experience necessary, BELLFLOWER YAMAHA (213) 925-5097. (209/TFN)

Wanted Aggressive Independent
FACTORY SALES REPS. Full or part time. To call on dealers in territory not covered by distributors. Nationally known and advertised brand lubricants and additive company. Write: Dept. CN-900, Box 301, Payne, OH 45880. (312/21)

SALES — PHONE
S.J. Valley motorcycle accessories manufacture seeks phone-sales person. With 1+ year experience. Will sell & receive orders from domestic & international dealers. Must have good written & communication skills. Some motorcycle industry experience a must. Benefits include: Paid medical & profit sharing. Apply in person or call Marsha, KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (213) 999-3060. (213)

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With large after marketing distributor motorcycle parts and accessories. Located S.F. bay area. Write: ROCKY CYCLE, Attn: Tom Schacatano, P.O. Box 1431, Sunnyvale, CA 91086. (213/14)

Honda Pro Technical & Service Rider
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ATV News Ad Coordinator
Immediate opening. Work with ad and production departments. Must be organized, detail oriented and excellent typist. Great benefits. Long Beach office call ATV NEWS for immediate interviews. (213) 595-4753. (513/16)

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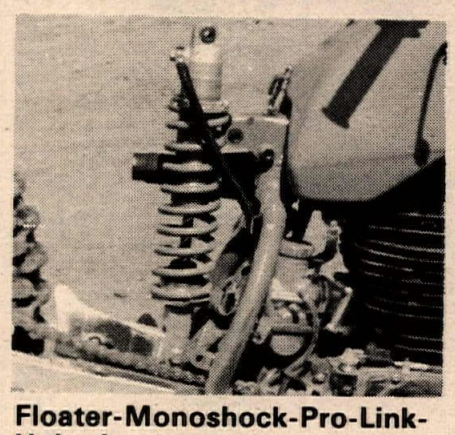

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We specialize in setting up suspension for your riding style. Service any single shock, $24. #2 valving mods., $69.95; #3 valving mods., $129.95. Complete selection of springs, $59-$89. Fork mods. start at $39.95. Shaft & seal repair on most shocks. SCOTTS SCOOTER SERVICE. 2627 Honolulu Ave., Glendale, CA 91020. (213) 248-6747. (212/13)

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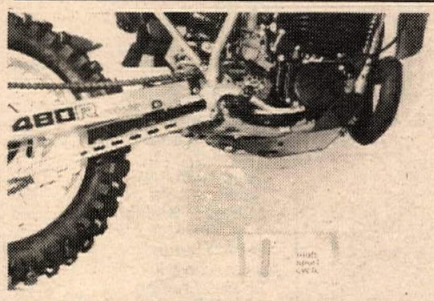
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)



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Custom fit, easy to install. Anodized blue, gold or silver to match bike color, super strong 5052 aluminum, $39.95. Models available for Yamaha, Honda, KTM, Husky, Maico. UTAH SPORT CYCLE, 189 E 3900 South, Salt Lake City, UT 84107. (801) 262-7453. (213/E/TNF)

'81 YZ465 EXCELLENT CONDITION, few rides stock, skid plate, many extras. Eves. (714) 278-7230. (113)

1980 RM400 SUZUKI
1980 RM400 SUZUKI, new Metzeler tires, great condition, $550. (714) 538-2083. (113)

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$1275 cash, brand new motor and includes one 36mm Lectron carb. (206) 863-3369. (113)

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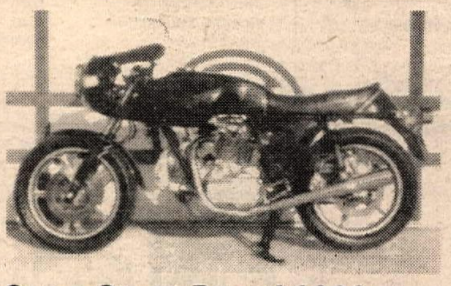
1977 RM 370 Suz. Motocrosser
Only ridden 3 times in the last 3 years. Need cash fast, $495 OBO. (213) 699-1106 evenings. (311/14)



Super Street Ducati 1000
1980 DUCATI S.S. Desmo engine rebuilt to full 1000cc. Very strong! Details, call Ed Dyna, RENO CYCLE (702) 323-8846. (112/13/E)

XR 750 Parts & Service
STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (207/18E)

★★★★PRO-CYCLE KTM★★★★
The largest KTM inventory in SO. CAL. UPS daily. (714) 772-8170. (211/13)

1977 YAMAHA 500TT, Terry kit front end, works rear shocks, new tires, $750 OBO. (213) 366-7177. (111/14)

1980 HUSKY 390 O.R.
All stock, includes tires, chain & bars. This bike rarely ridden, complete tool kit & owner's manual, $800 OBO. (805) 962-2511. (312/13)

'76 Guzzi 850T3-1000 LeMans
4000 miles on topend, Barnett, Dunlops, touring trim, Berg custom seat, new Koni triples, CB. Splendid bike! Cash/Trade. (213) 349-1001. (112/13)

'82 Black KLT 250
Goes anywhere, with extras, $1450. Matching trailer $300. Both $1650. After 6 p.m. (714) 553-1078. (112/13)

TZ Sale 250G, 750E
Fresh motors, new cylinders, Bratton cranks, lots of spares. 250, never down, $2,850; 750, $6,000; Daytona fueler, $1,000. (715) 664-8873. (313/15W)

Husky 250WR 82
Excellent condition, Dunlop, Aljo brakes, Terrycables, carefully maintained, low miles. Midwest delivery possible. $1,600. (319) 285-8963. (113W)

Never Titled 1980 & 1981 Cycles
1980 Moto Morini 350cc, 1981 Moto Morini 250cc, 1981 Moto Morini 175cc. Dealer cost over $6,000; will liquidate for slightly below that figure. Will sell individually or together. No tax. (217) 345-7821. (113W)

Europe On A Moto Guzzi
For what you would pay for a new Moto Guzzi in the U.S. you can: get a new Guzzi PLUS have the trip of a lifetime. Complete overseas delivery & return shipping arrange for group tour leaving May 19. Now is the time to pick up your next bike in Italy. For details write: RON LEVY LTD., 238 Mulberry St., New York, NY 10012. Or call (212) 226-8805, leave message. (213/14W)

Seeley 650, Manx Road Racer MK4
Chassis & gearbox complete minus motor. Less than 500 miles. Never dumped. Will also fit Norton Twins. Best reasonable offer. MV Agusta 750S America, excellent condition, with extras, $5,950 or BO. New Ceriani 35mm road race forks, $350 or BO. Wanted H-D Sprint 250 or 350 road racer, will consider possible trade. Leave message, (617) 275-6076. (313/14W)

TZ250G Absolutely Flawless
Complete spares kit! EPMs, Accel, Taylor. Never down. Six races, like new. $3,500. Steve, Iowa, weekdays (319) 234-6691; eves. (319) 233-5322. (113/14W)

1977 XLCR Harley-Davidson
1000cc cafe racer, 9000 miles, all stock. (319) 338-7051. (313/14)

Vintage Bike Tires
Norton Manx, Matchless, AJS, BMWs, etc. etc. Brand new Dunlop road racing tires have been made for D.E. Machina by Dunlop U.K. 19" KR-73s. LR-76s and 18" KR-124s. Contact D.E. MACHINA, LTD., 441 11th Street, Brooklyn, NY 11215. (212) 499-4416. (213/TFN/E)

1983 Honda Interceptor VF750F
European model, red, white & blue, turbo, gold wheels, more horsepower than U.S. models. (617) 696-5482. (113/14)

PICTURES WANTED: BoTT, Daytona, heat race #1, crash involving #20, #100, #149 at corner #2. Contact: Chris, 237 Clearbrooke Circle, Rexdale, Ontario, CANADA M9W 2G7. (416) 741-9645. (313)

"WIN"
Cassette tape program teaches you how to relax and inspires you to win. $8.95. "WIN," 4618 Panorama Drive, Huntsville, AL 35801. (113/17)

1976 850 LeMans
Excellent condition, one owner, 10K, CR gearbox, race cam, factory competition exhaust, EPM mag wheels, Noseda rearsets, Phantoms, special 40mm Dellortos w/pumpers, some spares & tools. Must sell. Call Pete at (212) 499-4416. (213/15)

1973 Triumph Hurricane X75
Mint condition, classic, must see. $2,300. (313) 229-2351. (113)

1977 Harley XLCR Cafe Racer
Factory original, showroom new, 3500 miles. (919) 784-4792. (113/14)

1982 Suzuki GS1000S Katana
Excellent condition, completely stock except for Pirelli Phantoms, $4,000/offer. (617) 696-5482 or (617) 839-6476. (113)

1977 Harley-Davidson Cafe Racer
1000cc, excellent, original condition, 3600 actual miles, collector's item, $4,500. (617) 696-5482 or (617) 839-6476. (113)

1978 Harley XLCR Cafe Racer
Always stored inside, 4000 miles, mint condition. Till 5:00 CST, call Bobby, (901) 276-2766. (113)

750 TRIUMPH: Special Trackmaster frame, new short rod engine. Best offer or trade for 250cc dirt bike Nat. #70. (503) 476-7384 or 476-1662. (113)

Dunlop Metzeler lowest prices
Also IRC Cheng Shin, Trellborg, large selection dirt and street. Fast delivery. ZOAR ENTERPRISES (213) 716-6384. (113/14)

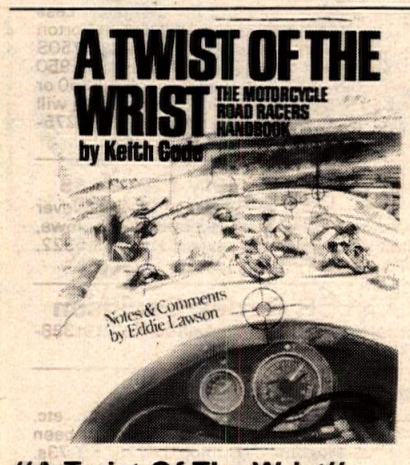
'79 RD 400 Daytona
Mototek, Specialist pipes, 34 carbs, K & N's, Michelins, new top end, premix, low miles, $1600. (213) 347-4814. (313)

Husky Clearance
2 '82 420's Automatics; 1 '82 430 WR; 1 '82½ 500 MX new. Days (619) 934-6495, eves. (619) 873-3805. (313/14)

Can-Am 500 Frames Complete
New Boss, $850. Viper, better than new, $600. Can deliver to mid-west races. Neil Winston (612) 645-8443 Minnesota. (313/14E)

Knight TT 500
Peter Hook's regional winner. All the best & fresh, $2200. Can deliver to mid-west races. Neil Winston (612) 645-8443 Minnesota. (314/14E)

Baja Trail Ride
April 30 and May 1. Bring the family or friend and join me in BAJA for two fantastic days of trail riding. A reasonable entry fee covers all expenses. Write or call for information: Fred Chase, 1103-F W. Francis, Ontario, CA 91761. (714) 988-0331. (113)



"A Twist Of The Wrist"
THE MOTORCYCLE ROAD RACERS HANDBOOK. Crammed full of the successful techniques Keith Code uses to train riders like WAYNE RAINEY and STEVE WISE. Even Eddie Lawson agrees: "The things Keith goes over in his book are things I do all the time..." ACROBAT BOOKS, P.O. Box 480820, Dept. DC-2, Los Angeles, CA 90048. (213) 484-9323. Cal residents, $16.95 (tax included). Other states, $15.95 (includes shipping and handling). Visa & M/C: Include signature, card # and expiration date. (213/E)

1980 250 WR Husqvarna
Super trail bike, $900 OBO. (213) 326-3542. (13)

S & W FREON shocks with spring, new, unused, fits GS750/HONDAS, $100. 1970 TS250, $175/OBO. Trade for GO-80cc trail bike. (714) 836-5583. (113)

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1981 CAN-AM 400 qualifier, Marzocchi, Ohlins, ridden 5 times, showroom condition, $1095 OBO. Days (714)793-7187, eves. (714) 794-1475. (113)

'79 Husky CR125
Excellent condition, low hours, never raced. Will sacrifice at $595. (714) 821-9431. (113)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPZ Kawasaki. Riding seminar by Keith Code and 40 miles on the track. 1983 SCHOOL LOCATIONS: Texas World Speedway, Road Atlanta, Mid Ohio, Road America, Loudon, Pocono, Sears Point, Brianerd, Laguna Seca, Riverside, Willow Springs and Portland. Dates available. P.O. Box 3743, Manhattan Beach, CA 90266. (213)484-9323. ADVANCE RESERVATIONS REQUIRED. (213-E/TFN)

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Very fast! $600. (213) 427-9709. (413)

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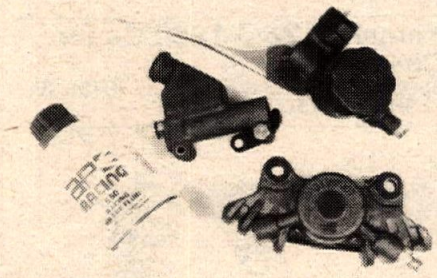
Looks new, runs very good! Was used very little, $850. Ask for Jim (213) 427-9709. (413)

Speedway Bike
Jawa 2 valve, race ready bike, with fresh engine, $1000. (213) 962-8355. (313)

1981 IT 250
Excellent condition, $775. 1979 MX 175 good condition, $400 or both for $1100. (714) 846-7063. (313)

'74 Suzuki Trials RL 250
Purchased new, almost never ridden, $485 OBO. Must sell now! (213) 931-4003. (313)

LAVERDA Sale
1976 LAVERDA JOTA 1000, $995. 1979 1200 PHANTOM, $2995. 1979 1200 SPECIAL, $3395. (714) 530-2711. (213/14)



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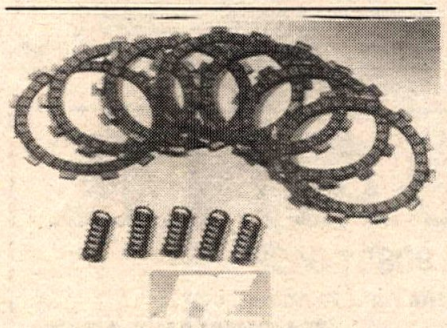
THE FINEST BRAKE PRODUCTS at any price. Components and Yamaha TZ systems. Write or phone for our full line LOCKHEED rroducts. BROOKS-SCHAFER RACING, 3900 Foothill Rd., Carrinteria, CA 93013. (805) 684-1734. (213/E/TFN/EOI)

Kenny Roberts' Flat Tracker
NOT REALLY, just Kenny Roberts' chassis for TT 500 with Airhart front brake assembly, Grimeca rear brake assembly, S & W rear shocks, Ceriani front end, glass, Barnes, good rubber. Some extras. Call for details: SHAFTER YAMAHA, (805) 746-2433 or (805) 589-4313. (113/15)

BULTACOS: 1979 Pursang 250, excellent, stock, $600/OBO. 1971 Pursang 250, runs, $90/OBO. After 5 p.m. (805) 482-5072. (112/14)



CR, RM, KX & YZ 1983 Clutch Kits
Now in stock at the ROOST FACTORY! Kits come complete with Hi Performance plates and heavy duty springs. Motocross Action recommends our RF clutch kits. If your clutch is slipping then call today! From $44.95-$49.95. Contact: ROOST FACTORY, 1430 W. 259th St., Harbor City, CA. 90710. (213) 530-8401. (213E)

Very clean '81 490 Maico
Perfect condition, Fox factory Shoxs, Wheelsmith pipe, porting, fork and clutch mods. $1150. Two rail trailer, $200. (714) 780-9393. (313/14)

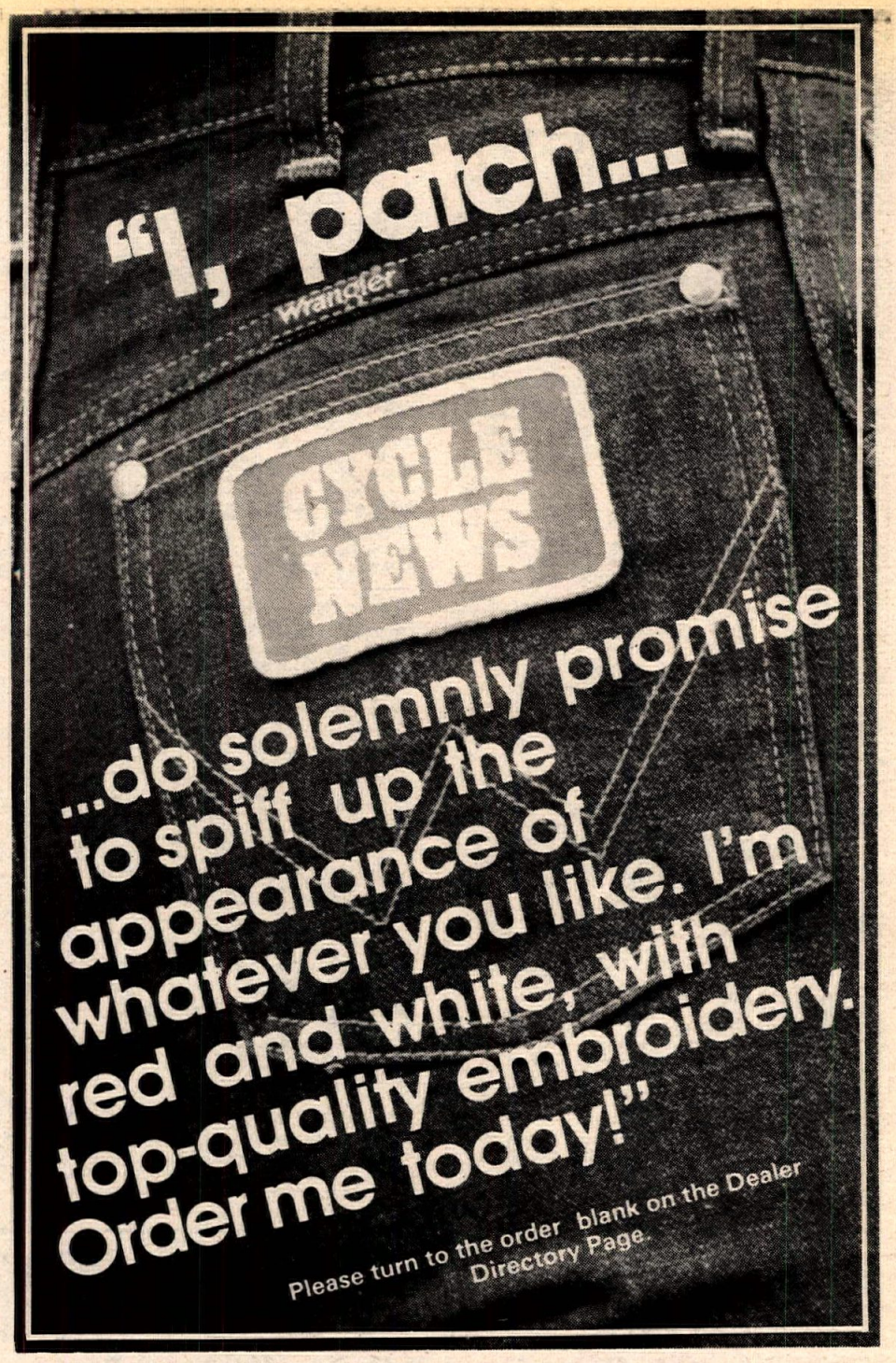
1982 RM 125 Suzuki
Excellent condition, runs great, new tires, many extras, $825. (213) 633-1867. (113)

VINTAGE 250 road racers, DUCATI Desmo, Yetman, two extra engines, Parilla hi-cam. $1500 each. (714) 821-4202. (113)

Girlfriend is pregnant
Must sell 1983 YAMAHA YZ 250, excellent condition, $1500. 1981 YZ250, $700 OBO. (213) 869-5108. (113)

★ Your So. Calif. KTM Store ★
1983 250 watercooled MXers in stock. Five blocks west of San Diego Fwy. (I-405) near LAX. Open 'til 8 p.m. weeknights. BAY AREA CYCLE CENTRE, 5606 W. Manchester, L.A., CA 90045. (213) 649-1700. (213/15/EOI 2x)

TT500, STOCK EXHAUST, complete, used 1 month, swingarm, never used, White Bros. cable brake kit, never used, $25 each, $65 all. (805) 524-0523. (113)



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New 1982 RM125's $1099
Discover the Sensation of Suzuki of Van Nuys' Prices
Prices Include Factory Rebate
Now at Suzuki of Van Nuys
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Where are we going next week? See Calendar of Events

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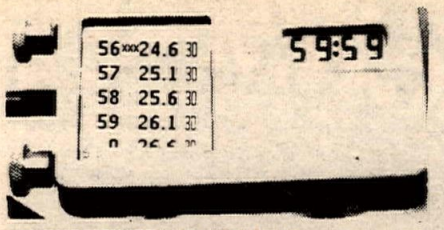
Track 'N Travel
1537 E. Walnut, Pasadena, CA
(213) 795-2711

'81 Yamaha IT 465H

Pristine condition, low miles $1025. (714) 751-5073. (312/13)



ENDURO TIMER/COMBO $89. Dealer inquiries invited. Send $2.00 for 1982 catalog. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (203/TFN/E)

'82½ KNIGHT rolling chassis for 490 YAMAHA, less glass. Raced 4 times, extra wheels & tires. All the best components, $1050. (209) 627-3196. (312/13)

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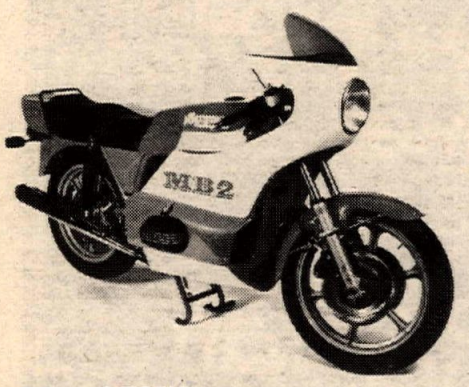
SR 500 and TT 500, 1978 models, both very clean. TT 500 has many extras, includes a set of 19" wheels. SR 500, $1050. TT 500, $850. (213) 869-5015. (312/13)



Magni BMW

Now available as frame kit conversions or complete machines. Sole concessionaire SLATER BROS., P.O. Box 746, Kenwood, CA 95452. (707) 833-2622. (248-E/ALT/EOI/TFN)

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Shock modifications 1981-83 experience on Ohlins and Corte Cosso in rebuilding and modification. Ohlins springs available at 8.1, 8.3, 8.5 by weight of riders. New RG fork springs available without air. Carburetor modification for 250's, 490's unbelievable increase of horsepower and more response PRO on all Maicos. Open 9-6 p.m., call 1-6 p.m. (213) 782-5857. (212/14/E)

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1980 SUZUKI RM125T, fast, Boost bottle, Boyesen reeds, pipe, ported, Ceet, new plastic plus parts. $750 OBO. Evenings (213) 596-5056. (312/13)

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1982 250's MX — $1400. 1982 490's MX — $1500. Plus 10% discount on parts. Buy one of these and qualify for a free Maico 10 speed bike. Stop by or call for details. We ship anywhere in the U.S. WHEELSMITH MOTORCYCLES, 18020 Euclid, Fountain Valley, CA 92708. (714) 751-0680. (211/TFN/ALT/EOI)

Mint '76 Goldwing LTD

21,000 miles, windshield, rear trunk, cruise control, extra pegs, special limited edition $2195 (619) 375-5116. (312/14)

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Front and rear Metzeler, Boost bottle, Boyesen reeds, rebuilt engine, great condition, $850. Call after 5 p.m. (213) 398-7515. (112/13)

1982 KAWASAKI GPZ 750 $2600. (415) 372-6202. (112/15)

Everyday clowns got you down?

Fight back! Stickers $1.00, hats $6.50. Check payable to: David Jackson, 5531 Jackson Drive. La Mesa, CA 92041. Dealers inquire. (113/14/E)

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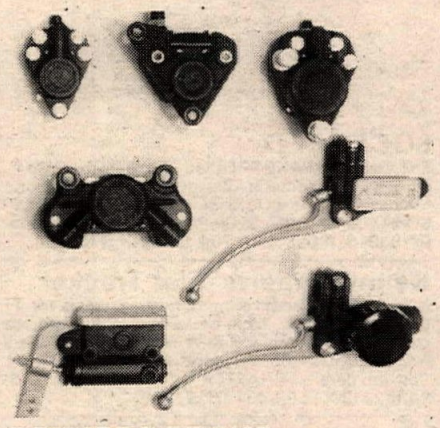
Newly rebuilt engine, good condition $550., with Fox Factory reservoir spring shocks $895. (214) 436-6393. (312/13E)

"Yamaha RD 400 Pipe"

J & R EXHAUST SYSTEMS now available at special closeout prices. Black RD400 pipe, $120.30. Chrome RD 400 pipe, $141.55. Many applications available. Yamaha 650, DT 250, Suzuki 550, GS 750, Honda 750, Kawasaki KZ 1000. Contact: J & R EXHAUST SYSTEMS, 3565 Cadillac Ave., Dept. CN, Costa Mesa, CA 92626. (714) 546-8635. (311/13E)

Yamaha 125 J 1982 Super Cheap

$800 excellent condition. Jeff (619) 375-7298. (312/13)



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Complete line in stock. Kits available. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (203E/ALT/EOI/TFN)

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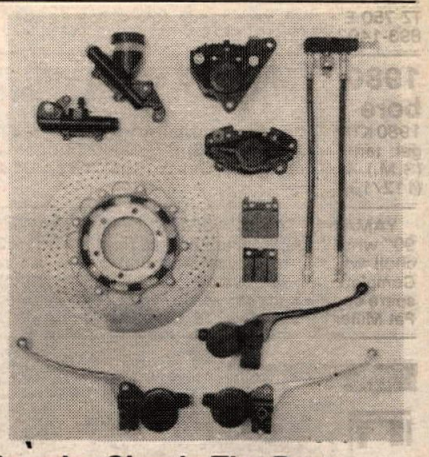

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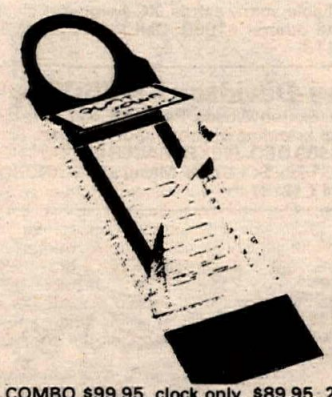
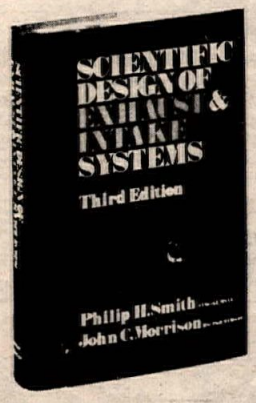
Retail and Dealer information. COSMOPOLITAN MOTORS, Hatboro, PA. (215) 672-9100. (238E/ALT/EOI/TFN)



The COMBO $99.95, clock only, $89.95, 24 MPH Pacer, $129.95, Rollchart holder, $19.95, Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. COUNTDOWN (213) 348-8381. (205E/ALT pix/EOI/TFN)



TREMENDOUSLY GOOD BOOK for tuners. 274 pages, 150 illustrations. $16.95. MCTORCYCLE ENGINEERING by Phil Irving. Perennial favorite. $16.95 Calif. add 90¢/book. Free catalog. UNICORN WORKS, P.O. Box 2657, San Rafael, CA 94912. (209/16/ALT/EOI)

1983 YAMAHA RZ350K's 1982 RD 350 J

All bikes new & sold for racing! Please call (805) 397-4038. Delivery possible to most place. (312/13)

'83 KTM 504

Excellent condition, extras. (714) 996-3241. (312/13)

Complete less Front End

YZ 250G, 465G parts, complete rear wheel, swingarm, frame, Monoshock, good engine, tank, and plastics, seat and pro pipe. Afternoon (213) 792-5304. Good deals. (312/13)

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Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
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New engine, good condition, $2600 OBO. (213) 598-7037 after 5:30 p.m. (511/14)

FOR SALE
TZ 750 E — R.R. race ready, lots of spares. (214) 893-1402. (112/13/E)

1980 KTM 420 5 speed std. bore
1980 KTM 420 5 speed, std. bore, fresh Ohlins, 3.4 gal. tank, must sell. (213) 875-0660 (Burbank), (S.M.) 450-6069, (T. Oaks) (805) 492-0940. (112/13)

YAMAHA 1100 DRAGSTER: Laydown chassis, 90" wheelbase, Kosman brakes front & rear, Mitchell wheels, Indy type oil pump and magneto. Complete nitrous system, Crower glide clutch, spare engine and rear wheel. $5,000 or best offer. Pat Miller (713) 680-9778. (310/14)

COOLEY'S 1982 GS750EZ Fox/Yoshimura. Immaculate SUZUKI used by Wes in 1983 Fox catalog. Yoshimura pipe, Fox superbike Shox, Elites, Brace. 5000 mi., $2600. Gianatsis (213) 998-1049 or 347-4435. (113/14)

'82 HONDA 200R
Wife wants to sell. Call anytime, ask for Cindy or Randy (213) 944-0569.(113)

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15 — day tour, led by former champion & TT rider Lance Weil. Will leave 28-29 May — return 12 June. Spend two weeks seeing the finest stock & production machines in action. All transportation and accommodations provided, deadline April 22. Call today, RICKEY RACER PRODUCTIONS (714) 631-0417. (213/E)

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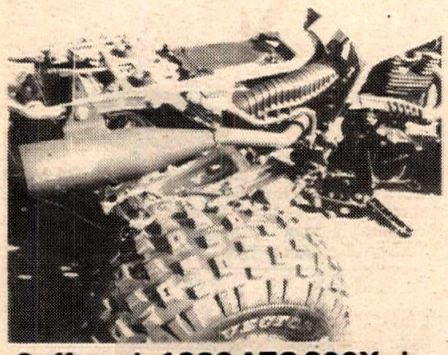
Fast, reliable, many extras, XC swingarm, dual air filter and others, $1850. Call Randy (213) 944-0569. (113)

Harley-Davidson XR 750 Engine
As new. Ex Ron Woods. Perfect & complete. Magnafluxed brand new throughout — points & ignition. $4500 OBO. RICKEY RACER PRODUCTIONS, 755 W. 17th St., Costa Mesa, CA 92627. (714) 631-0417. (213)



Coffman's 1983 ATC 200X pipe
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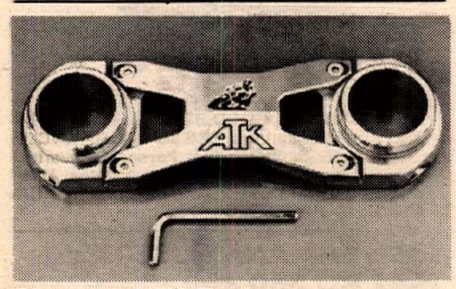
Perfect condition, very fast, reliable, $1195. (714) 784-1841. (313/14)



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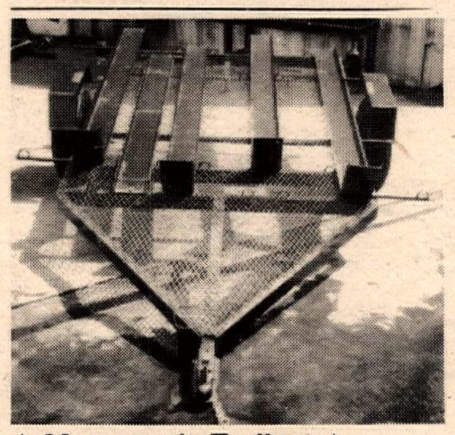

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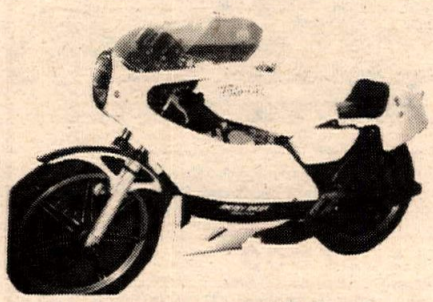

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Street fairings for RD-400 YAMAHA, GS 1100 SUZUKI, CB 1100R and most street bikes. Also seats, aluminum gas tanks (incl. BMW) and rear sets. Custom color matching available. Contact: RICKEY RACER PRODUCTIONS, 755 W. 17th St., Costa Mesa, CA 92627, Phone (714) 631-0417 for brochure and further info. (213/E)

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Custom paint, Brembo, Marzocchi, belt drive, cams, low mileage, rare one of a few. (213) 883-7921. (313)

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NOW IN STOCK! At DG PERFORMANCE SPECIALTIES. This 20 gauge stamped expansion chamber is routed 2" higher than stock to eliminate smashed header sections. Improves mid-range and top-end horsepower. A MUST FOR ANY DEMANDING RIDER! Retail price $104.50. Dealer inquiries invited. Contact: D.G. PERFORMANCE SPECIALTIES, 1230 La Loma Cr., Anaheim, CA 92806. (714) 630-5471, outside Calif. (800) 854-9134. (213/E)

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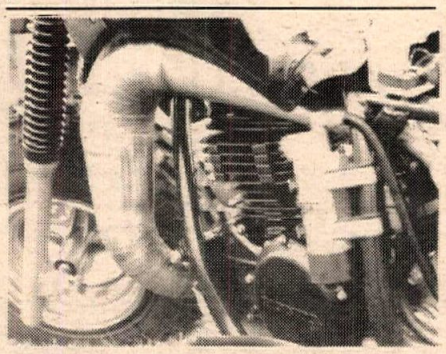

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Randy Triplett's Knight framed CR250. 7 half mile & TT main event victories. Two ignitions, two pipes, Barnes, Grimeca, many good spares, $1195. Neil Winston, (612) 645-8443. Minnesota. Can deliver to Henry, Ill. or Ohio. (313/14E)

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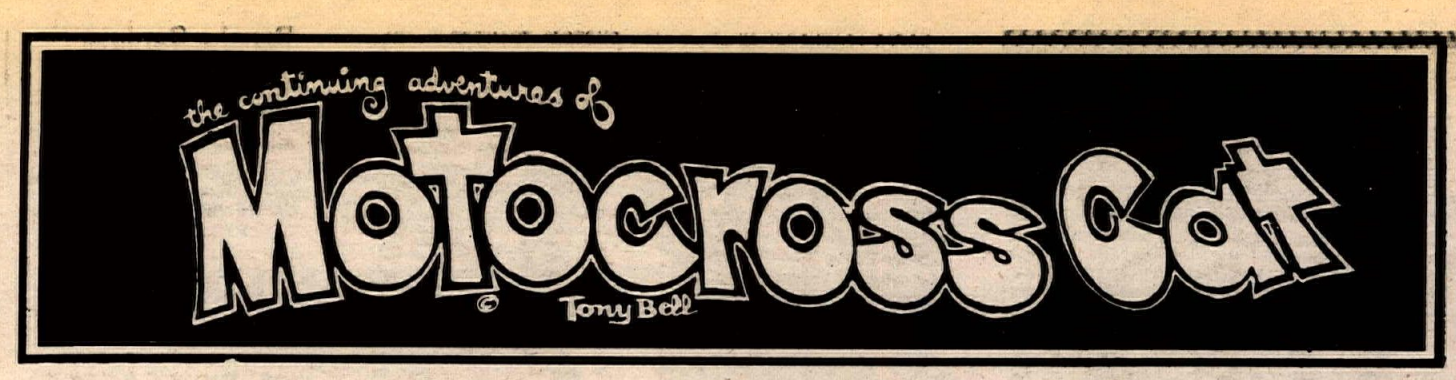

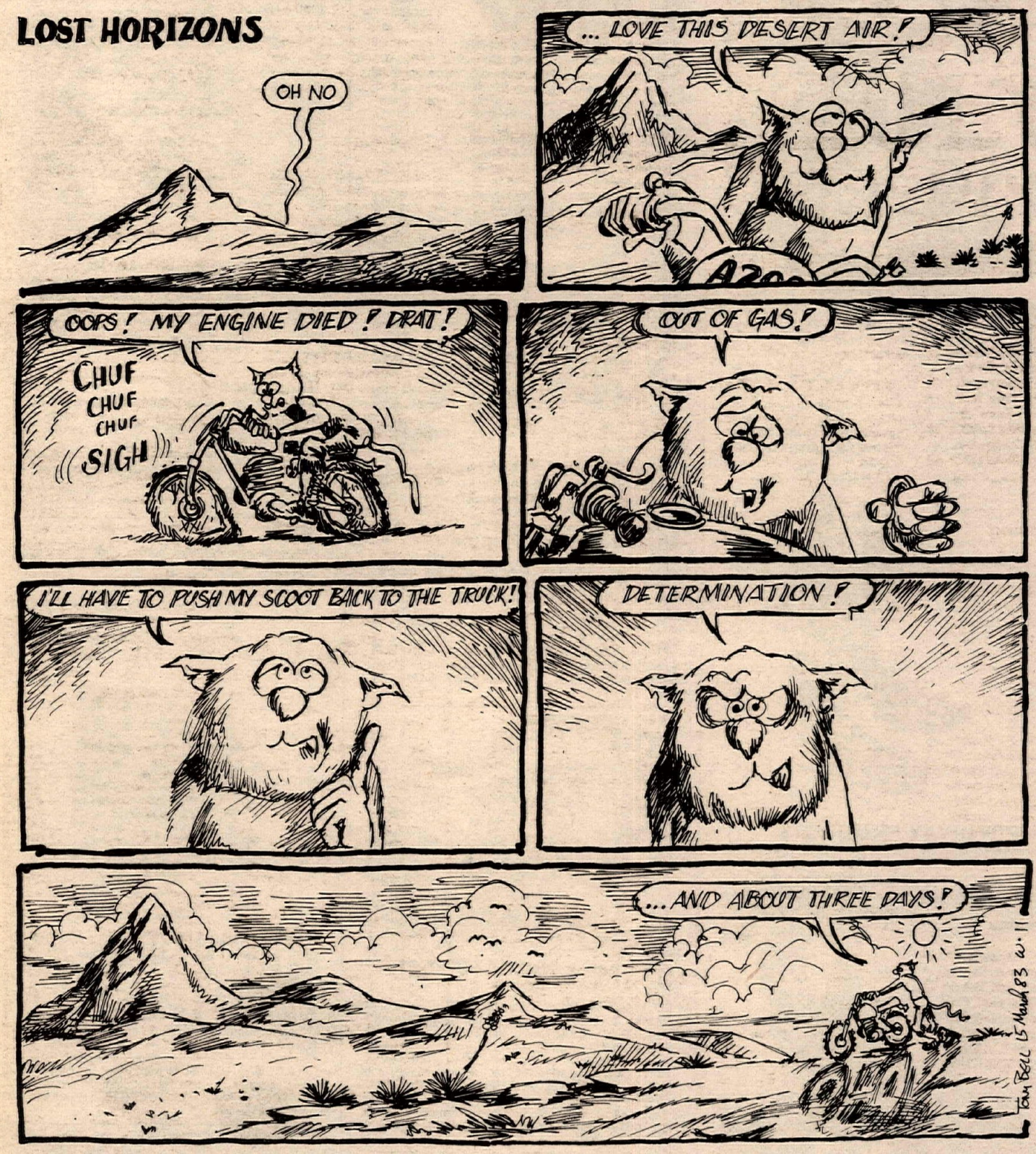

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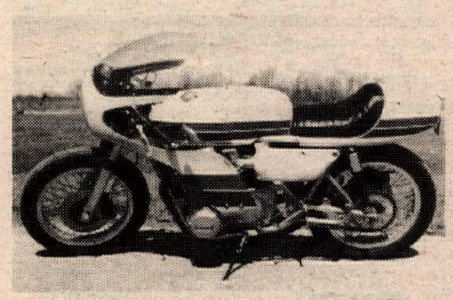

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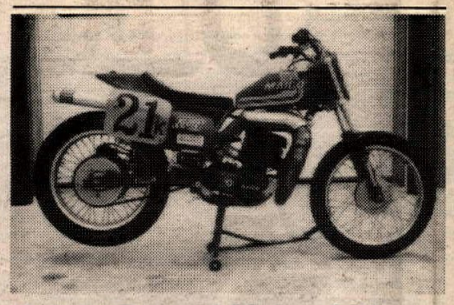

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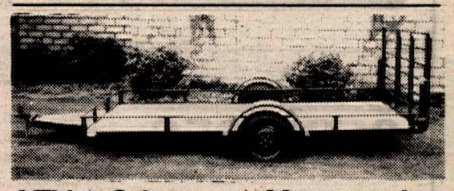

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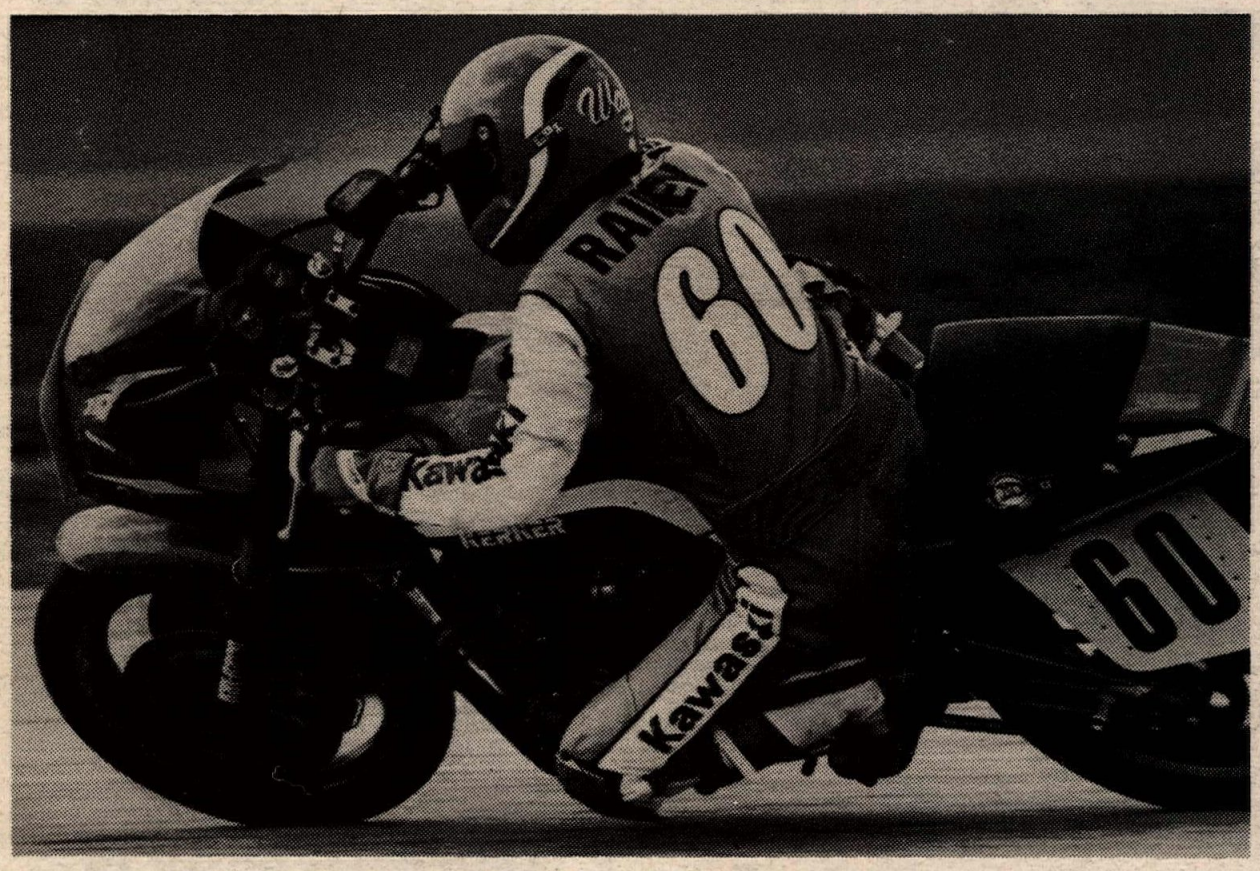

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SUNDAY, APRIL 17

8:30 AM	Gates Open
10:30 AM	250cc Formula II Heats
11:30 AM	Amateur Open Production Final
1 PM	Bell Helmets Superbike 100 1st-Leg
2 PM	ND Spark Plugs Formula II Final
2:45 PM	Lockhart SuperStreet Final
3:30 PM	California Superbike School Challenge Cup (Pro Racers vs. Journalists)
4 PM	Bell Helmets Superbike 100 2nd-Leg

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THE LATEST POOP BY PAPA WEALEY

Reagan upholds ITC-recommended tariffs

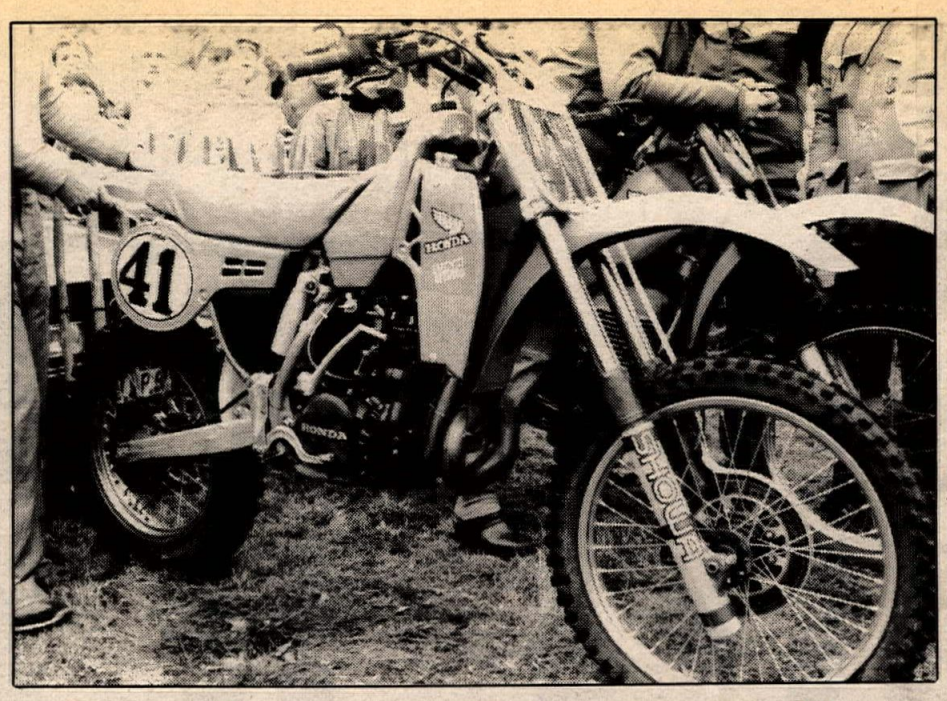
WASHINGTON, DC, APRIL 1
President Ronald Reagan upheld the International Trade Commission's recommended tariffs for imported motorcycles over 700cc, but the final version of the plan which goes into effect April 15, 1983, contains provisions that should exempt most small volume manufacturers from the higher tariffs. As recommended by the ITC, tariffs will rise from the present 4.4% to 49.4% the first year. The percentage is based on the imported value of the motorcycle.

The exemptions, or tariff quotas, allow the first 5000 motorcycles imported from West Germany to pass through under the current tariff, and the first 4000 from any other country except Japan, also are exempt from the added tariff. The first 6000 units from Japan will be taxed at the 4.4% rate. These quotas apply only to motorcycles over 700cc, and each quota rises at the rate of 1000 per year over the next five years.

Under the five-year tariff plan, the 49.4% figure would be lowered to 39.4% the second year, 24.4% the third year, 19.4% the fourth year, and lowering to 14.4% in 1987. If there is no further action, the tariff would revert to 4.4% in 1988.

"We're pretty happy," said Bob Klein, director of public relations for Harley-Davidson. "We achieved what we wanted to achieve."

A report in the April 4 edition of the *Wall Street Journal* reported that prior to the President taking action, Japan had offered to guarantee $20 million in commercial bank loans for Harley-Davidson. And according to the *Journal*, Harley turned that offer down, refusing to accept anything less than $40 million. "I can't comment on the specifics of that," said Klein, "until I talk to Vaughn Beals (chairman of Harley-Davidson). As far as I know, the $40 million figure is inaccurate." Harley-Davidson has scheduled a press conference for Friday, April 8, in Los Angeles.



Honda has put this new water-cooled 500cc works motocross bike under former World Champion Andre Malherbe. Malherbe qualified the bike fastest at the March 20 Trophy of Makes race in Belgium, but a get-off in the first moto forced him to charge to finish sixth, and a get-off in moto two forced him to the sidelines. Photo by Henny Ray Abrams.

Team Honda's Freddie Spencer led teammates Marco Lucchinelli and Ron Haslam to a 1-2-3 Honda sweep of the 500cc class race in the Sunday, April 3, French round of the World Championship Road Race Series at LeMans. Spencer took over the lead from Yamaha's Kenny Roberts at the midway point when Roberts' works bike suffered a holed silencer. Roberts finished fourth. Americans Eddie Lawson (Yam) and Randy Mamola (Suz) were victims of a starting line shunt that sidelined Lawson immediately while Mamola made one lap before retiring from the race. Lawson was uninjured but Mamola suffered a broken heel and his foot was put into a cast after the race. Word from the Suzuki camp says Mamola will compete in the next GP, the Italian round on April 24. Spencer, who has won both '83 GPs to date, leads the point standings with 30 points, followed by Roberts and Haslam who are tied with 20, and Frenchman Marc Fontan in fourth with 13.

Briton Alan Carter (Yam) became the youngest road racer to win a GP when he won the 250cc race in France at the age of 18. Ricardo Torme (MBA) won the 125cc GP. The 50cc race went to Stephan Dorflinger (Kre), while Rolf Biland and Kurt Waltisperg (LCR) copped the Sidecar GP.

Tragedy struck twice at LeMans as Japan's Iwao Ishikawa was killed in an open practice session on Tuesday, March 29, and Switzerland's Michel Frutschi, who finished 14th in the 500cc point standings last year, was killed during the 500cc GP on Sunday. Frutschi crashed in a very fast turn while competing aboard an NS500 Honda. Ishikawa, a former Suzuki test rider, was aboard a Suzuki RG500 when he crashed. The policy of running open practice sessions (open, that is, to all displacement bikes) has received criticism in the past and Ishikawa's death prompted heated discussion of the practice during the LeMans race weekend.

The Wrangler Super Series will be returning to southern California on Sunday, April 10, with a full-on, three-class outdoor National at Saddleback Park. All three classes — 125, 250 and 500cc — will run 30-minute motos, with racing beginning at 1 p.m. Tickets to the event, which is sponsored by Coors, are available at Ticketron or at the gate. Two-dollar discounts are available at participating Wrangler and Coors retailers. For more information on the event, check out the *CN* Calendar.

In the AMA's Regional Dirt Track Series, there are several events of note to westerners. Mike Kidd will be promoting a pair of indoor short tracks at the Tarrant County Covention Center in Fort Worth, Texas. The two events, May 20-21, will each feature a $4000 purse. Up in the Pacific Northwest, a long season of racing kicks off with the annual TT at Boise, Idaho, on April 24. The Sidewinders M.C. will host four TT regionals at their Clackamas, Ore., facility, with dates of May 27, June 24, July 22 and Aug. 26. The Mt. St. Helens M.C. will hold two regionals on their resurrected Castle Rock track, June 25 and July 23, with the latter event carrying a big $8000 purse. And midwest fans should ink in Aug. 14 on their calendars as the date of the annual Black Hills Classic in Sturgis, S.D. Except for the one TT in Castle Rock mentioned above, all these regionals carry $4000 purses.

Former three-time National Motocross Champion Tony DiStefano will be in Los Angeles on April 9, where he'll be tying the knot with his girlfriend of three years, Dana Levy. Recently, Dana has been back east with Tony D., helping him promote his motocross schools and seminars.

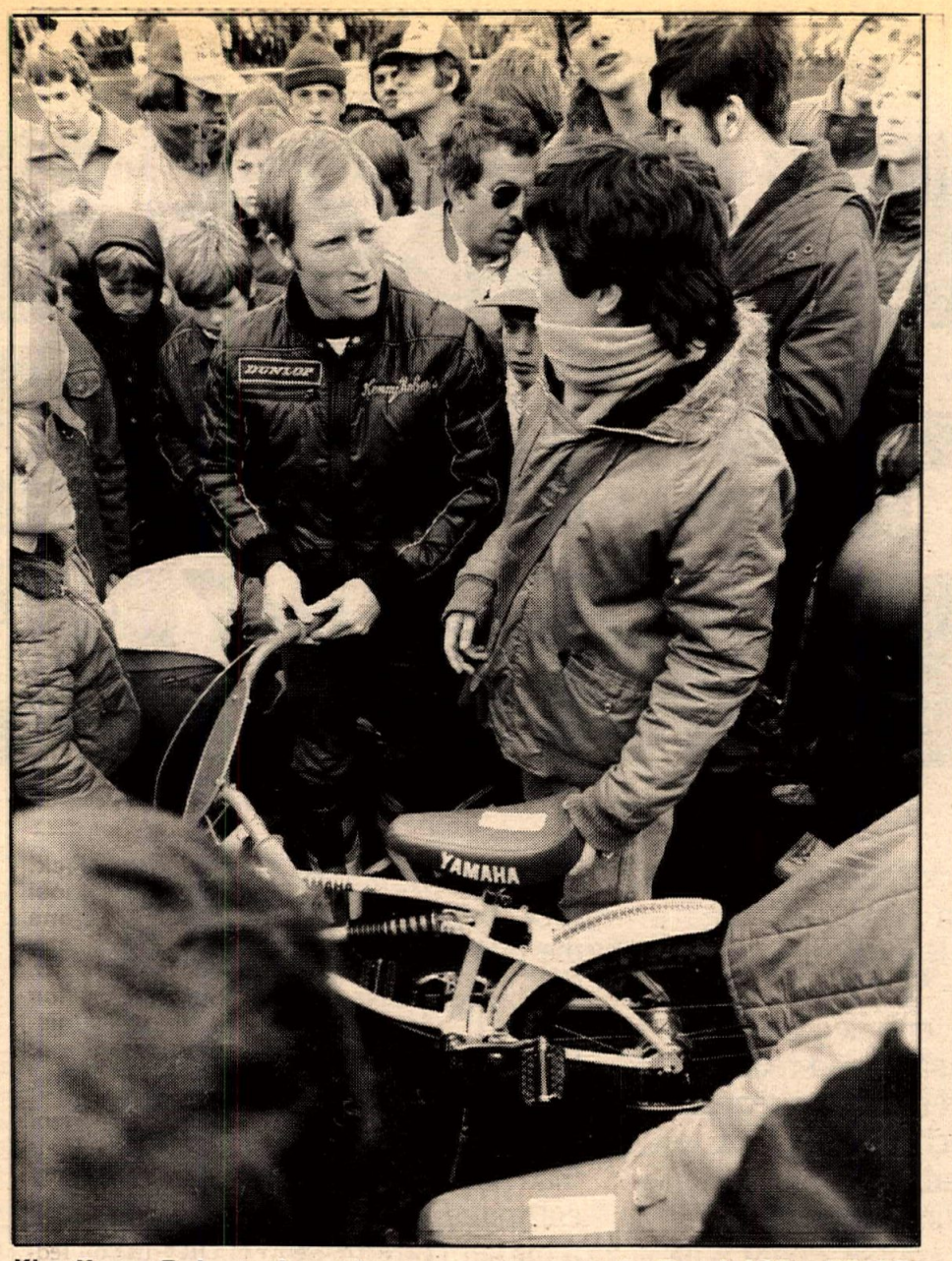
Trials expert Brian Bonny, an Englishman with a long background in observed trials, will conduct two seminars for event officials in the U.S. The first will be in Watkins Glen, N.Y., on April 13. The second will be in conjunction with the Wagner Cup Trial in Gainesville, Texas. Bonny is expected to discuss the organization and layout of events, as well as the working of the FIM in international trials and ISDE events. For more information on the seminars, contact Carl Peters of the Schuyler County M.C. at 607/535-9321.

Southern California dirt tracker Rob Hassay had his van broken into and his riding gear ripped off recently. Included were a set of red and white Bates full dirt track leathers with "Shoei" emblazoned on the front and Hassay's name and number (29E) on the back. Also taken were two white Shoei helmets, one open-face and one full-face, and a set of Gaerne boots. Hassay says he's offering a reward, anyone that has any information as to the whereabouts of his missing gear is urged to call him at 714/968-9905.

AMA Government Relations Director Rob Rasor met with federal officials and environmentalists in Washington, D.C., on March 28 to review possible changes in the two Executive Orders that govern ORV use on federal land. The proposals, developed by the AMA, would ammend the existing orders, rather than try to repeal them, as was attempted in 1980. According to the AMA, the proposals would give land managers greater flexibility in overseeing ORV use. Among those present at the meeting were officials of the Council on Environmental Quality, and with a favorable review, the proposals would pass on to the Office of Management and Budget within the White House for review and circulation among public land agencies.

Speaking of land use and the AMA, the AMA has been allowed to intervene as a co-defendant in a suit filed by the Sierra Club against the Bureau of Land Management for its ORV-use designation in the Dove Springs area of the California Desert. The Sierra Club is asking federal judge A. Wallace Tashima to close the 3000-acre site, but in a hearing, the judge admonished the club for seeking to close specific BLM areas open to unrestricted ORV use as a means of attacking the BLM's management of the California Desert Conservation Area. The case, which was also joined by District 37 of the AMA, has been going on since 1980.

For those of us with itchy feet, the Motorcycle Adventure Company is working on several travel opportunities. They're making making arrangements and holding accomodations for the June 4-10 Isle of Man Tourist Trophy, as well as conducting tours for the International Six Days Enduro and the Trophee/Motocross des Nations events. Those wishing more information can write to Gigi Penton, the Motorcycle Adventure Company, P.O. Box 67, Amherst, OH 44001, or call 216/282-7075.



King Kenny Roberts showed up as a spectator at the Dutch 125cc MXGP, and drew quite a crowd of fans. Photo by Henny Ray Abrams.

The California Racing Club's Jack Barbacovi, promoter of the Coors-sponsored Pro-Trac Trailers $5000 motocross to be held at Saddleback on April 17, called Papa to ask if everyone in the *CN* advertising department suffers from dyslexia. In last week's ad on the event, a couple of digits were switched and the $2100 Pro purse read out as $1200. Papa responded by asking Barbacovi about his mathematical background. How can you take $2100 for the Pros, $3000 in Pro-Trac awards for the sportsmen, and call it a $5000 MX?

The AMA has announced a Pro-Am dirt track program that will allow amateur racers to taste the rigors of Pro racing without losing their amateur status. Competing in half mile, short track and TT events, a Pro-Am rider could earn up to 25 of the 40 points needed to transfer from Novice to Junior Pro. Half mile classes which can be offered are 250, 500 and 750cc, while TT events can run 250 and 500/750cc combined, and short track is limited to 250 and 500cc classes. Amateur claiming rules ($4000 for V-twins) will be in effect, and will apply to any Pros who enter such an event. To qualify for a Pro-Am license riders must be 16, and hold the highest applicable amateur standing, i.e. "A" rider or Expert.

Long-time Kawasaki road race ace from Australia, Greg Hansford was considering a return to two-wheeled competition this year, but those plans were scrapped when Hansford experienced pain in his twice-broken leg. A trip to the doctor settled the question. The Doctor opined that he might well lose the leg if it was damaged again. Hansford will continue his car racing.

The Australian press has rumored that Honda will contest the 250cc World Championship in 1984. Sam McDonald is the rumored rider.

Ivan Mauger has succeeded in his bid to have his year-long ban from FIM events, incurred at the Los Angeles World Speedway Final, removed at a recent FIM conference. He was required to pay a fine of 3000 Swiss Francs.

Australian Honda rider Jeff Leisk topped American Jimmy Ellis in the Aussie 3XY Supercross. Ellis, in turn, bested England's Dave Watson. Americans Marty Moates and Ron Turner suffered from problems and did not show well.

***Cycle News* is proud to announce that we have a current World Champ working as a contributer from a part of the U.S. that many wish, including those in the state, was a foreign country. Smokey Joe Milian, ace contributer from the Lone Star State, is the World Champion Jalapeno Eater. He has held the title for four consecutive years and defeated champs for Gilley's Urban Cowboy hangout and Mexico. Smokey, who has been known to comment, "Never let the facts get in the way of a good story," holds an all-time record of 126 Jalapenos consumed in one hour. He is currently sporting a sling from an Over 30 MX racing mishap, but he claims it is healing quickly because of his clean living. Sure, Smokey.**

Australians will be facing the toughest format yet in their Castrol's Mr. Motocross series. Events this year will feature a four 20-minute moto day. That will be the most minutes of racing the Aussie series has had.

Jim Lovell, working in conjunction with the folks at Inland Motor Speedway, is putting together a tour to the 1983 World Individual Speedway Championship in Norden, West Germany. The 10-day excursion will take place Sept. 2-11 and includes admission to the World Final as well as tours of the BMW and Porsche factories. For more details, contact Lovell at Bon Vivant Tours, 6809 Brockton Ave., Riverside, CA 92506, 714/787-8522.

Craig Vetter's annual Fuel Economy Run will again take place in conjunction with the road races at Laguna Seca July 16-17. On Saturday, July 16, all motorcycles will run a 100-mile qualifier from Carmel, Calif., to Big Sur and back again. On Sunday, out at the track, the top 15 contestants from Saturday will try to go as far as they can on 5¢ worth of their favorite fuel. The winner gets $3000. Official rulebooks are available from Vetter Design Works, #1 Alta Lane, San Luis Obispo, CA 93401.

Ted Boody and Steve Morehead are among the Experts slated to compete with Grand National Champ Ricky Graham and Pete Hames (who is working on a six-race Ascot win streak) in the Gardena Gold Cup half mile at Ascot on Friday night, May 8. The following night is the big National TT.

The Bureau of Land Management's environmental impact statement for the 1982 Desert Plan ammendments has been released and will be open for public comment until May 10. Forty-nine ammendments, as well as the Management Framework Plan for eastern San Diego County, are included. Address comments or questions to 1982 Ammendments, BLM, 1695 Spruce St., Riverside, CA 92507, 714/351-6394.

"My career as a Superbike tuner ended up to be a very short one, at least for now," said former Grand National Champion Mert Lawwill about parting company with Honda Support rider Fred Merkel. "We didn't get along. It was something like oil and water. I've got a good rapport with the people at Honda and would really like to get in with the factory team. I enjoyed working on the bike because the Superbikes are a different thing for me. Right now, I'm running Mert Lawwill Racing Products and keeping the door open to any offers."

Former star of every major motocross team Marty Tripes raced at the Golden State finale after warming up at Saturday Saddleback a day earlier. He looked fast, but didn't feature in the top 10.

HosPITal STOP: Washington 125cc Pro motocrosser Russ Wicks was sidelined at the Enumclaw, Wash., hospital for a few days after an operation to correct an inflamed hernia. Russ is resting at home now, and should be back on the track within a month. Cards and letters can be sent to Russ care of the Enumclaw Hospital, Enumclaw, WA 98022.

500cc GP road race bikes are too fast — that's the conclusion of the FIM's technical commission who have decided to look at ways of limiting the speeds of these machines. The FIM has set up a working party to look at the problem.

Regina Smith has been named Miss Harley-Davidson. Regina hails from Clinton, Ohio, and is a theater major at Ashland College in Ohio. She entered the Miss Harley-Davidson contest at the encouragement of a college friend who commutes to school on his Harley. Regina was crowned at Harley Heaven, the Daytona International Speedway's chicane grandstand, just prior to the Daytona 200.

NATIONAL PAPERS

Something for everybody. That probably sums up the April 9-May 7 AMA Camel Pro Series schedule in California that will host at least one of each of the four types of Grand National dirt track racing.

It kicks off with the Ascot TT on Saturday night, April 9, which also includes the annual Gardena Gold Cup non-National half mile the night before.

The following Saturday night, at the Cal-Expo Fairgrounds in Sacramento, it is the first mile of the season. This one under the lights.

Then there is a two-week breather before the circuit heads for San Jose and a brand new National, a Saturday night short track, inside the famous San Jose mile. The next day is the annual running of the spring mile at the same location.

Wrapping up this all important series will be the Saturday night half mile at Ascot Park on May 7. Then the Camel Pro Series heads east, not to return on the western dirt tracks until next September.

Two miles, one TT, one half mile and a short track, all within a span of about one month. Times have changed.

For many years the west hosted the Nationals in July and September. For one reason or another July is basically out, except for road racing, and the April/May time slot has taken over, but never before with this many events, which will certainly have an affect on the Grand National title.

I talked with all of the top dirt trackers down in Florida and also many of the newer riders. They will all be on hand for all of the events because points from five National races cannot be overlooked.

If the races in this series can be any type of yardstick then we are going to see a different winner at each track. This is the way it ran a year ago: Ascot TT (Alex Jorgensen/Can-Am), Sacramento (Jay Springsteen/H-D), San Jose mile (Steve Morehead/H-D), Ascot half mile (Scotty Parker/H-D).

All four will be on hand to try and defend, but the yearly California events have a habit of coming up with different winners from year to year.

(Continued to page 39)

Honda XR500R conquers San Felipe 250 for third straight SCORE off-road victory.

THE BIKE T
THE WOR
AND MEXIC

Before Jack Johnson could win the San Felipe 250, he and his XR500R had to survive the San Felipe 250.

Which entailed grinding it out over sand and rocks. Fording rain-swollen streams. Full-out stretches of treacherous high-speed road. A 4,200-foot climb into the mountains.

And, of course, doing it all faster than the world's top desert racers.

Not everyone has what it took for Jack to pull it off. But anyone can get the bike it took.

The 1983 Honda XR500R.

It's the lightest production 500 cc four-stroke we've ever built. With our exclusive new RFVC (Radial Four-Valve Combustion) chamber. It has a true hemispherical shape and radically steep valve angles. This allows a higher compression ratio and promotes more efficient, rapid combustion than ordinary designs.

ALWAYS WEAR A HELMET AND EYE PROTECTION.

© 1983 American Honda Motor Co., Inc.

HAT BEAT LD'S BEST. O'S WORST.

And that means loads of unbelievable power.

Along with twin carbs, Pro-Link™ rear suspension, 43 mm front forks, a front disc brake and a tough, lightweight chrome-moly frame.

All of which makes the XR500R what it is.

The best at taking on the worst.

HONDA
FOLLOW THE LEADER

Jeff Ward took the win for the day as well as the overall 125cc Pro title, his first major series win.

CMC/Petty Products Golden State MX Series: Final round

Reid, Burnworth, and Ward dazzle Saddleback finale

By Terry Whytal

ORANGE, CA, APR. 3

Although he chose not to ride this Golden State race, Honda's Bob "Hurricane" Hannah put in an appearance at the impromptu awards ceremony at the end of the day's event where Hannah, Goat Breker and Jeff Ward received giant wood plaques commemorating their GSS titles.

"They were taking a chance making your plaque ahead of time," Hannah kidded teammate Breker who was all smiles as he savored the victory.

Breker had to settle for second place in the day's event as his Honda's brakes failed in the first moto while he was leading, and Yamaha rider Warren Reid ran away with the win. Breker came back to win the second moto and clinch the series title as Reid placed second to earn the overall win ahead of Breker and Yamaha pilot Jim Holley.

Suzuki's new 250cc rider Scott Burnworth pulled off the 250cc win after battling with Reid, who rode both classes, and Kawasaki's rising star Billy Liles.

Jeff Ward was in total command of the 125cc Pro class and clinched his GSS title by running away with both motos. "It feels good to win," noted Ward after the race while clebrating with a bottle of non-alcoholic sparkling cider.

250 Pro

Burnworth powered to the early lead with Reid locked onto his rear wheel and Wheelsmith rider Kevin Davis running third.

Burnworth quickly opened a five second lead as the pack shifted positions behind him. Liles and Honda pilot Jim Tarantino both had problems on lap one and began charging through the field, moving knto fifth and sixth positions on lap three.

Davis dropped out as Suzuki rider Clint Hardick moved into third ahead of KTM ace Dave Hollis, and Burnworth and Reid continued to increase their lead out front.

Liles finally put the move on Tarantino as both riders slipped past Hollis and started to close on Hardick. Liles caught Hardick sleeping and flashed past, but Tarantino wasn't so lucky. Hardick and Tarantino put on the best show of the day as they traded positions for several laps before Tarantino finally moved to fourth for good.

In the final laps Reid caught fire and reeled in Burnworth at a two-seconds-per-lap pace, just missing his chance to challenge for the lead as the checkers came out. Liles finished third, 10 seconds behind the leaders.

"I fell in one of the tight sections on the first lap," recounted Liles later, "and I got separated from my bike and I couldn't get back to it because the whole pack was flashing by. I'll do better next moto."

Burnworth again took the opening lead with Reid, Liles and Tarantino breathing down his neck. On lap two Burnworth got a bit sideways on the ledge and Reid edged past and into the lead, only to have his motor seize two laps later. As Burnworth regained the lead, Liles moved up to pressure for that spot.

Liles moved into the lead just before the halfway point and continued to build his lead throughout the race. Burnworth held on to second to clinch the overall win, with Tarantino picking up third. Yamaha pilot John Whelchel rode a strong second moto to earn fourth overall and Hollis earned fifth after Malcolm Smith/Yamaha rider Vince McMahon fell with just a few laps remaining.

125 Pro

Ward pulled the first moto holeshot and was never headed, despite a determined effort by Brian Myerscough who pushed his Bill Chapin-tuned production Honda to the limit. Suzuki rider Rick Ryan and Honda pilot Erik Kehoe battled for third place with Kehoe getting the nod at the checkers. Yamaha rider Mike Fisher placed fifth.

Ryan found the hot line off the Saddleback start hill for moto two with Yamaha rider Roger Hensley running second and Ward in third. Ward moved into the lead on the second lap and cruised to an easy win.

Myerscough and Kehoe moved up from mediocre starts to claim second and third again as Ryan dropped out with mechanical problems. Suzuki rider Chris Heisser rode spectacularly to move from mid-pack to fourth at the checkers, earning fourth overall ahead of Yamaha rider Mike Beier, whose 7-6 score was good for fifth overall.

500 Pro

Breker edged Reid for the front position as moto one thundered down Banzai Hill. Yamaha rider Scott Johnson held the number three slot with Pro Circuit/Husky rider David Gerig running fourth.

Breker and Reid quickly separated from the pack with Reid moving into the lead as Breker slowed with braking problems. Johnson moved past the struggling Breker but could not close on Reid's cruise to the checkers.

Johnson went over a berm and dropped to 10th place as KTM hero John Finkeldey pushed his way into second as the moto neared the end. Holley rode a consistent race to finish third ahead of Breker and Maico rider Eric Eaton.

Breker's fourth place finish clinched the GSS title but he apparently wasn't satisfied with his first moto performance and vowed to win round two.

And win he did, grabbing the holeshot and never looking back. Reid was the only rider to get close to Breker as the two National stars showed their speed by running away from the pack.

Honda-mounted Dan Conway and Yamaha rider Pete Snorteland battled for third with the nod going to Con-

(Top) Goat Breker (14) grabs the 500cc Pro start over Warren Reid (69), Randy Morales (B9), David Gerig (3), Greg Zitterkopf (14) and Scott Johnson (2). (Above left) Scott Burnworth took his first major win for Suzuki. (Above right) Clint Hardick (29) leads Jim Tarantino (12) and Billy Liles.

way, but Holley cruised in to finish fifth and pick up third overall behind Reid and Breker. Finkeldey placed fourth overall with Conway earning fifth and Snorteland sixth.

Sidecars

John and Victor Palfreyman just edged the Tom and Scott Whitney sidecar team for the overall win. The Whitney's powered their Harley-Davidson-powered rig to the first moto win but the Palfreymans came back in round two to push their WASP to the checkers first. Pete Whitney and Perry Melillo placed their Yamaha sidecar third overall.

250 Intermediate

Suzuki rider Joe Melton's 3-1 score was good enough to best the field of local 250cc Intermediate riders and give Melton the overall win. Honda pilot Donny Sievertsen earned the runner-up honors with third place going to Mitch Davis.

125 Intermediate

Kawasaki rider Paul Denis easily handled the 125cc Intermediate class, winning both motos in style despite tough competition from fellow Kawasaki rider Sam Storer who placed second in each moto. Mark Toyama pushed his Yamaha to third overall. ●

Results

OPEN PRO: 1. Warren Reid (Yam); 2. Goat Breker (Hon); 3. Jim Holley (Yam); 4. John Finkeldey (KTM); 5. Dan Conway (Hon); 6. Pete Snorteland (Yam); 7. Eric Eaton (Mai); 8. Don Griewe (Hon); 9. Greg Zitterkopf (Yam); 10. Scott Johnson (Yam).

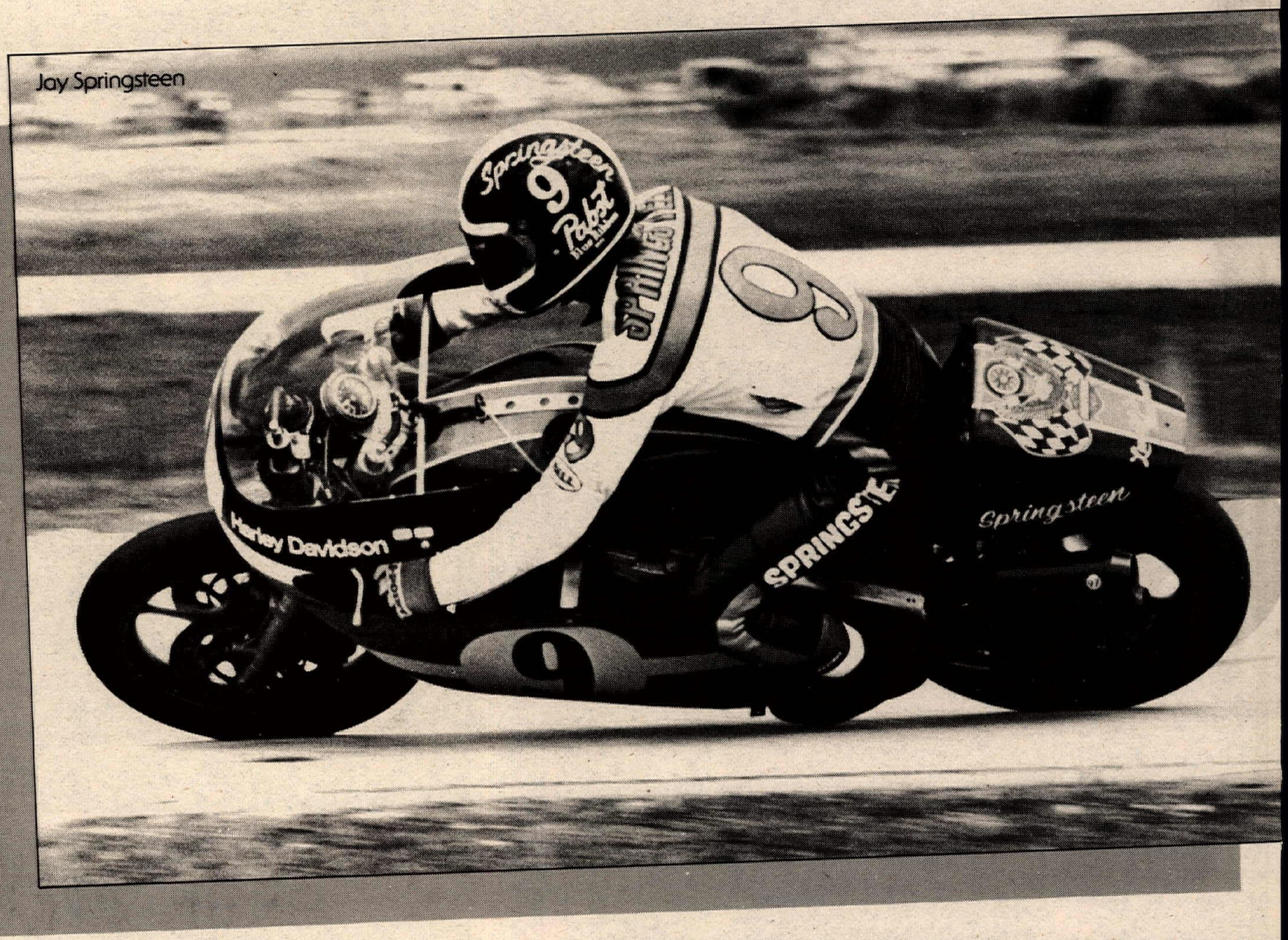
250 PRO: 1. Scott Burnworth (Suz); 2. Bill Liles (Kaw); 3. Jim Tarantino (Hon); 4. John Whelchel (Yam); 5. Dave Hollis (KTM); 6. Clint Hardick (Suz); 7. Brian Manley (Yam); 8. Mickey Kessler (Mai); 9. Vince McMahon (Yam); 10. Mike Tripes (Hus).

125 PRO: 1. Jeff Ward (Kaw); 2. Brian Myerscough (Hon); 3. Erick Kehoe (Hon); 4. Chris Heisser (Suz); 5. Mike Beier (Yam); 6. Mike Preston (Kaw); 7. Mike Fischer (Yam); 8. Kyle Landrum (Kaw); 9. Tracy Meeks (Kaw); 10. Jeff Stamford (Hon).

SIDECAR: 1. John Palfreyman/Victor Palfreyman (WASP); 2. Tom Whitney/Scott Whitney (H-D); 3. Pete Whitney/Perry Melillo (WASP).

250 INT: 1. Joe Melton (Suz); 2. Donny Sievertsen (Hon); 3. Mitch Davis (Suz).

125 INT: 1. Paul Denis (Kaw); 2. Sam Storer (Kaw); 3. Mark Toyama (Yam).



Jay Springsteen

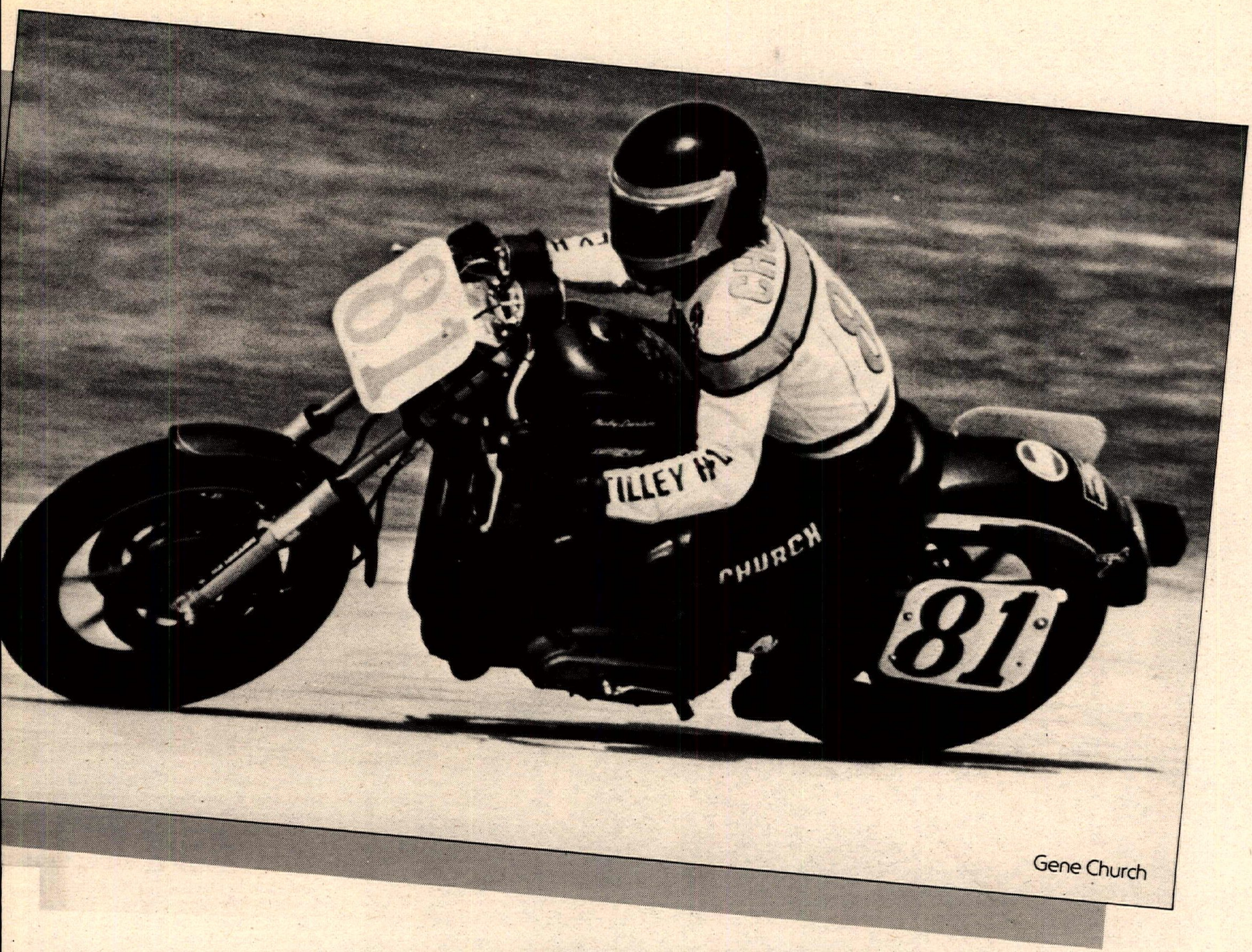
ROAD RACING CIRCUIT HARLEY-DAVIDSON

HARLEY INTRODUCES NEW MODEL WITH DOUBLE WIN AT BOTH DAYTONA & TALLADEGA

It was a cloudy day for the Beemers, Ducs, Nortons, Triumphs, Guzzies and "other" twins when three time Grand National champion, Jay Springsteen blasted past the checkered flag in Daytona ... with an impressive 26 second margin in the Gran Prix class. Springsteen averaged 104.089 mph in his runaway G.P. victory.

Joining Springer in the victory circle was Gene Church, who won the stock class on H-D dealer Don Tilley's tuned XR-1000. Church's 48 second lead proved to be too much for the rest of the stockers and also many of the modifieds.

The Harley "Rolling Thunder" show



Gene Church

THUNDERSTRUCK BY XR-1000

exploded twice again the following week at Talladega, Ala. This time it was Dave McClure's turn to bolt through the pack with a substantial 40 second victory margin in the stock class. Chuck Quenzler proved that modified XRs can also roar with the best of the tweaked twins by posting a first place in the amateur modified class. Springer almost made it a Harley-Davidson triple sweep for the XRs, but a tangle with an oil slick on the last lap cancelled Jay's 28 second lead over the entire field.

The new XR-1000. See it at your local Harley dealer and grab a handful of your own thunder.

MOTOR HARLEY-DAVIDSON COMPANY ®

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In the MX-style final test, Ed Lojak (275) was paced to ultimate victory by Tim Coombs (471).

AMA ISDE Qualifier Series: Round 1

Tennessee opener to Lojak

By Gary Van Voorhis
Photos by Tom Kolnowski & Van Voorhis

TELLICO PLAINS, TN, MAR. 27

Ed Lojak, America's leading scorer in last year's International Six Days Enduro, kicked off the '83 ISDE Qualifier Series with the best ride in the Tennessee One Day. Husqvarna support rider Lojak edged out fellow Husqvarna rider Frank Stacy by just over eight points (seconds) — 977.5 to 985.7. The two finished 1-2 in the 250cc Intent class.

The Open Intent class win and third best score went to Husqvarna's Mike Melton. Melton was one top line rider in the Intent class to benefit from a protest which resulted in the exclusion of the fifth check. Melton had lost 60 points at that check.

Wally Wilson, riding out of his shop — Wheel Sport Husqvarna in Reynoldsburg, Ohio, lost out on the protest as his score which had been posted as the Open Intent winner when he left the event, actually put him fourth overall and second in the class.

Fifth overall fell to Kevin LaVoie, newly mounted on a Husqvarna, after being KTM mounted last season. LaVoie was also riding in the Open Intent class.

The 125cc Intent class went to Husqvarna's Mark Hyde while Drew Smith, riding in Honda's support program, was the Four-Stroke class winner.

Scoring in the A, B and Trailrider classes was held up by the protest.

The sponsoring Volunteer Riders put together a 131 mile jaunt through the mountains, valleys and streams of the Cherokee National Forest. Rain began falling over 12 hours before the 7 a.m. key time. By the start, the downpour was the steady, drenching kind and was whipped about by gusting winds. The Trailrider and B class riders were the first out with the Intent classes following and then the A classes. This proved to be a mistake in some areas as bottlenecks developed in two very hilly sections.

The rain stopped by the time the last rider left the starting area, but had left the grass track slick and the trails very muddy in some areas.

Scores from the grass track and acceleration test put LaVoie and Terry Cunningham at the head of the field with less than one point separating them.

"It's a good run so far," said Ed Lojak at the first of three gas stops. "I've got no problems other than being soaked and a bit cold." The Lojak pit crew had plenty to do as family members Joe and Ron were also riding while Stan, plus friends, wives and girlfriends handled the gassing chores.

The first Intent riders into the second gas stop at check five were, for the most part, early. Mark Hyde had four minutes to spare. "That was the worst section so far," said Hyde. "They hit us with some deep creek crossings and some steep hills. It could be bad for riders with late numbers."

Hyde was right, for it was Melton who came into the stop at a blistering pace after slower riders had stopped his charge on one hill. Melton hit the check one minute out of his two minute grace period and was assessed 60 points. Wilson, Cunningham and LaVoie lost no points.

Maico's Ray Cosgrove was out at this point with chain problems. "The chain got loose and jumped off the sprocket a number of times," said Cosgrove. "I fixed it, but when it knocked off the chain guide it became a losing battle."

"It's sort of an R&D program," said Jack Penton about his ride on a water-cooled 125cc Cagiva. "I'm giving the importer some feedback about dialing the bike in for the American market. It's a fun piece of machinery."

The section prior to the final test had another of the hills the Tennessee event has become famous for. "There was a rut wide enough for one rider with the hill going straight up one side and straight down on the other," said H&H Maico's Barry Higgins. "I got stuck and that cost me a gold medal."

The top positions in every class were up for grabs when the riders reached the final test area. Darryl Kuenzer, the first of the Intent riders in a heat, demolished his competition. He even gave them a ten second start when his engine wouldn't fire on the start.

Hard starting motors were the order of the day since the organizers gave the riders no warm-up period. In two cases—Penton's and Cunningham's—it may have cost each heavily.

Penton was left on the line furiously kicking his bike in his heat as Hyde led LaVoie, Tim Hopey and Drew Smith around the track for the three lap duration. Penton moved through traffic to an eventual fifth, but Hyde's score was good for the 125cc class win.

Stacy had his hands full early in his heat with Jeff Fredette and Ron Ribolzi. Stacy eventually broke away and went on to open a large margin of victory by the finish. Cunningham saw his hopes of the Open class win and, perhaps, the top score go away when his engine wouldn't fire. "I knew I was in trouble when we couldn't warm up the engines before the dead-engine start," said Cunning-

Mike Melton (377) topped the Open ranks. Frank Stacy (166) and Jeff Fredette (360) were 2-3 in the 250cc class final standings.

Mark Hyde (155) used the agility of his 125cc class entry to hold off the power of Kevin LaVoie (158) and his Open class mount in the final test.

Drew Smith found himself right at home on his new Honda ride. Smith was the winner of the Four-Stroke Intent class.

ham.

The attention then centered on Ed Lojak's heat. Tim Coombs, an MXer trying his hand in the ISDE Qualifier Series, had come off specialized knee surgery just two weeks earlier, but still decided to ride. For Lojak, Coombs couldn't have been in a better heat. The two left the field way behind as first Lojak and then Coombs led. Lojak made a move to pass a short distance from the finish and went down. He was up quickly, but had lost about eight seconds.

"I knew Coombs was going to be fast," said Lojak afterward. "I should have cooled it and just finished. The fall probably cost me the win, although the way we were racing we might have been a good bit faster. Stacy didn't have anybody to challenge him."

When the scores were posted, Lojak's words rang true. Coombs had been fast enough to allow Lojak, even with his fall, to beat Stacy's score. Although Lojak was only one second/point faster than Stacy in the final test, he had built up a 7.2 second/point lead based on his grass track and acceleration test scores. It was all he needed to win. ●

Results

125cc INTENT
GOLD: 1. Mark Hyde (1001.2) Hus; 2. Jack Penton (1031.2) Cag.
SILVER: None.
BRONZE: S. Hogensen (Yam); 2. D. Randt (KTM); J. Norris (Hus); D. Welser.

250cc INTENT
GOLD: 1. Ed Lojak (977.5) Hus; 2. Frank Stacy (985.7) Hus; 3. Jeff Fredette (996.7) (Kaw); 4. Darryl Kuenzer (1010.8) KTM; 5. Ron Ribolzi (1013.6) Hus; 6. Matt Cullins (1029) Mai; 7. Ray Mungenast (1056.9) Hus; 8. John Fero (1058.6) Mai.
SILVER: Tim Coombs (Yam); J. Vest; Scott Ely (Yam).
BRONZE: J. Holasek (Hus); Jim Kallaker; S. McCall (Yam); W. Hjelm (Hus); B. Elliott (KTM); J. Harris (Kaw) W. Perkins (Yam); Mike Holbert (Hus); D. Crain; G. Burch; Dwight Rudder (Mai); D. Saville (Hus).

OPEN INTENT
GOLD: 1. Mike Melton (986.6) Hus; 2. Wally Wilson (989.7) Hus; 3. Kevin LaVoie (993) Hus; 4. Terry Cunningham (997.4) Hus; 5. Pat Maroney (1070.7) Hus.
SILVER: Tim Hopey (Yam); Joe Lojak (Hus); B. Brown (Yam); R. Stevenson.
BRONZE: Barry Higgins (Mai); T. Harris; J. Bruckbauer (Hus); D. Beavers (Hus).

4-STROKE INTENT
GOLD: 1. Drew Smith (Hon).
SILVER: None.
BRONZE: J. Haaker (KTM); V. Pacholke (Hon); C. Stump (C-A).

200cc A
GOLD: 1. L. Barnes (2198.6) Kaw; 2. Dan McCauley (2344.0) Kaw.

250cc A
GOLD: 1. W. Bowery (1066.4).
SILVER: J. Howland (Hus).

OPEN A
GOLD: 1. Frank Price (1719.6) Hus.
SILVER: M. Sorensino (KTM).
BRONZE: Mitch McRee.

200cc B
GOLD: 1. K. Joyce (1154.2) Yam.
SILVER: J. Kealey (Yam); H. Hopes (Hon); B. Gunter (Kaw).
BRONZE: B. Ellis (Hon); D. Hammons (Suz); D. Lambert (Yam).

250cc B
GOLD: 1. J. Coquin (1228.2) Hus; 2. S. Mize (1228.5) Hus.
SILVER: G. Farmer (Kaw); D. Jones (Hus); R. Wartzok (SWM).
BRONZE: D. Johnson (Hus); E. Royals (Hus); A. Chuppa (Hus); W. Myers (Hus); M. Grizzle (Hus).

OPEN B
GOLD: 1. J. Johnson (1158.1) Hus; 2. W. Wetmore (1215.7) Hus; 3. B. Bobbitt (1221.8) Hus.
SILVER: Tom Lorden (Hus); T. Bynum (Hus).
BRONZE: T. Daugherty (Hus); M. Joyce (Hus); P. Robinson; T. Pratt.

SR
GOLD: 1. L. Lindenberg (1670.2) Yam.
SILVER: L. Hewis (Hus); J. Armitage (KTM).
BRONZE: L. Kenimer (Hus); F. Hammond (Yam); A. Hjelm (Hus).

SUPER SR
GOLD: 1. H. Bazemore (1306.2) Hus; 2. C. Hyde (1434.2) Hus.
SILVER: Dick France (Hus).
BRONZE: J. Mellon (Hus).

TRAILRIDER
GOLD: 1. B. Nelson (1388.2) Hus.
SILVER: D. Douglas (Hon); W. Shrum (Hon); D. Rogers (Hon).
BRONZE: T. Todd (Yam); K. Goodson (Hus).